

FOR EVERY FORM OF TILING WORK TRY US FIRST

C. E. WARREN & CO., LTD.
China Building, Tel. 20269

Hongkong Telegraph
for The South China Morning Post, Ltd.
A.W. 1/2d. Moderate. Periodical.
cloudy occasional rain.

The Hongkong Telegraph.

Library, Supreme Court

DUNLOP

Special Extra Construction For Overseas Motoring Conditions.

PORT MOTOR CYCLE TYRES

LOCAL BRANCH. Pedlar Bldg.

FOUNDED 1881 大拜禮 號七廿月六英港香 SATURDAY, JUNE 27, 1931 日二十月五 636 PER ANNUM SINGLE COPY 10 CENTS

RYDER CUP.

AMERICA IN THE LEAD.

Hagen's Genius

Columbus, Ohio, June 26.
The Ryder Cup contest between the leading professionals of Great Britain and America started today in a torrid heat. The thermometer showed 100 degrees in the shade when the players went out for the foursomes.

They were carrying wet towels which they repeatedly soaked at every water standard on the course. Clubs slipped from their hands owing to perspiration. The sun was scorching through their clothes.

America led at the finish by three matches to one, the results being:

Walter Hagen and Densmore Shute beat George Duncan and Arthur Havers, 10 and 9.

Gene Sarazen and Joe Farrell beat Archie Compston and W. H. Davies, 8 and 7.

Leo Diegel and Al Espinosa lost to Abe Mitchell and J. Robson, 3 and 1.

Whiffy Cox and Billy Burke beat A. Easterbrook and E. R. Whitcombe, 3 and 2.

In the first of the above-mentioned matches, George Duncan was obviously affected by the heat, but Havers hung on grimly, trying to help him out, though they both went wild against the very hot pace set by Hagen and Shute.

Dazzling Golf.

The American pair, playing dazzling golf, won the first two holes, Havers being in the rough from his tee-shot, at the second, Hagen sank a fifteen foot putt at the fourth for a birdie 2 and became three up.

Duncan found a bunker at the sixth and took six to hole out, whereas at the seventh, Duncan was in the rough from his tee shot when Havers made a brilliant recovery for a birdie three. At the eighth hole, after Shute had driven off, Hagen made a superb shot with his spoon and put the ball six feet from the pin. The Englishmen got into trouble. Their ball was at the side of the brook and Duncan, attempting a recovery, put his shot over the green. There were two futile putts and the Englishmen's ball was picked up, leaving Hagen's spoonshot unholed.

Duncan Misses Putt.

Duncan missed a five foot putt at the ninth, where the Englishmen turned five down, the scores at this stage reading:

America—4 4 2 5 4 3 3
Britain—5 5 4 3 6 3 5 4

Coming home, the first hole was halved, Hagen and Duncan both getting par fours. The Americans went further ahead at the eleventh with a birdie four, and the next hole in bogey five, the Englishmen taking seven. The thirteenth and fourteenth were halved in par figures. The Americans won three of the next four holes to finish the morning round, ten up.

Fine Aggregate.

They had the remarkable aggregate of 69. (Against par figures of 72) the Englishmen requiring 82.

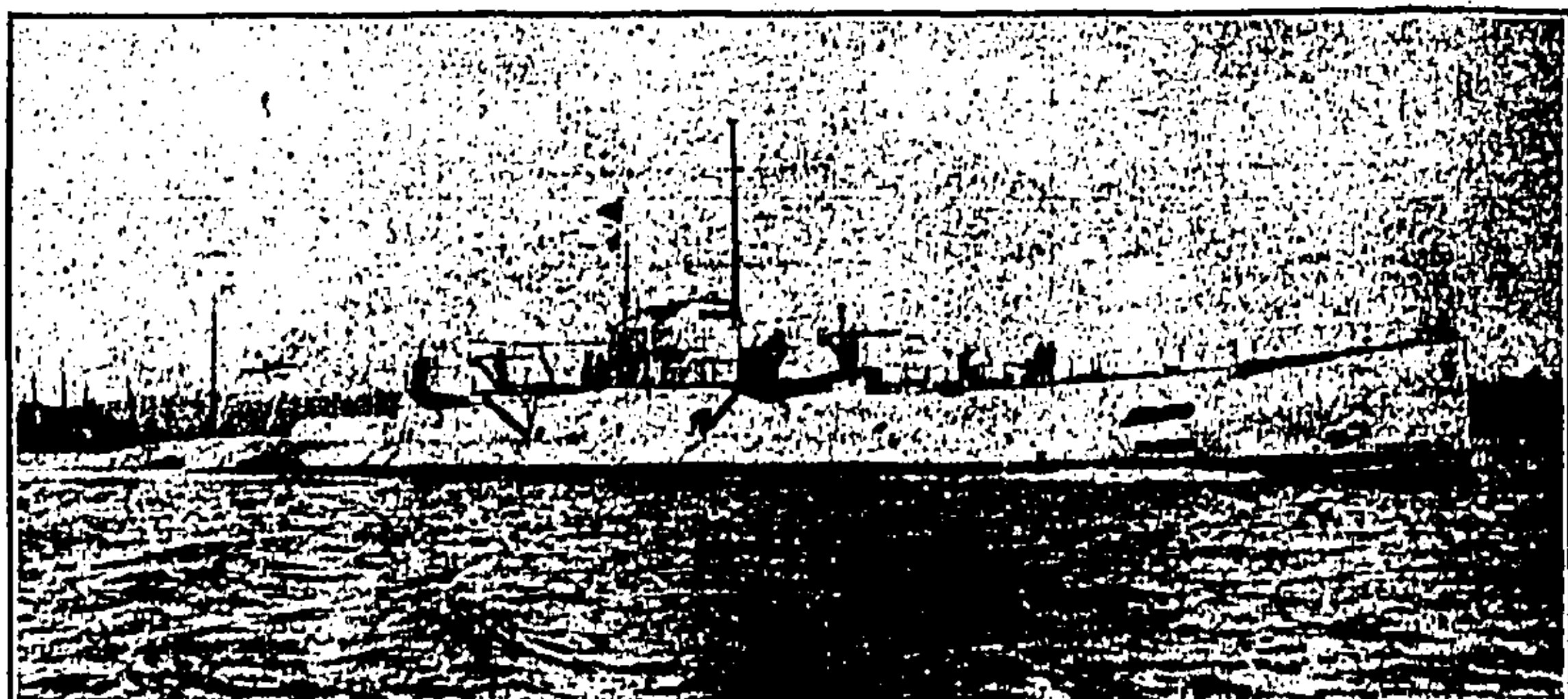
The inward figures were:
America—4 4 5 4 3 5 4 3 3
Britain—4 5 7 4 3 6 5 5 5

The Englishmen played better in the afternoon, but the margin was impossible to recover and they finally lost by 10 and 9.

All the accumulated genius of Hagen came out in the match. His amazing skill of two years ago returned to him. His demonlike putting was most devastating, but Duncan nevertheless was unenviably conspicuous and rarely gave Havers a chance of a shot on clean turf, making Havers attempt some impossible recoveries in which he naturally found the rough. On

(Continued on Page 14.)

ACCIDENT TO BRITISH SUBMARINE.



County Cricket Thrills.

DOUBLE CENTURY BY PARKS.

London, June 27.
With the weather of the past week showing a distinct improvement, the majority of the county cricket matches were once again brought to a definite conclusion with high scoring being one of the main characteristics.

Chief honours go to Harry Parks, the Sussex batsman, who scored a double century against Essex without being defended and to the Nawab of Pataudi of Oxford University for scoring a century in each innings against the Surrey bowlers. Altogether eleven different players reached three figures, excluding F. E. Woolley who made century in the match against Warwickshire which was finished in two days.

Lancashire, the champions of last season, are making up on the leaders of the Championship table after a very poor start. By beating Somerset by seven wickets they take the third position two points behind Kent. Yorkshire gained another innings victory and also improved considerably on their position.

Leicestershire lost to Middlesex on first innings.

Essex lost to Sussex by ten wickets.

Friendly.

M.C.C. lost to Cambridge U. by 23 runs.

Surrey drew with Oxford University.

HONOURS LIST.

Batting.

Harry Parks (Sussex) 200
Nawab of Pataudi (Oxford U.) 165
and 100
Hearne (Middlesex) 152
K. S. Dukepinhi (Sussex) 140
A. W. Carr (Notre) 127
Shipman (Leicester) 120
Mitchell (Yorkshire) 110
Gibbons (Worcester) 110
Sutcliffe (Yorkshire) 107
D. R. Jardine (M.C.C.) 100
Cutmore (Essex) 100

Bowling.

R. Tyldesley (Lancashire) 13 for 152
Bowes (Yorkshire) 10 for 132
Gibson (M.C.C.) 6 for 44
W. W. C. Lipp (M.C.C.) 5 for 39
Larwood (Notre) 5 for 39
F. R. Brown (Cambridge) 5 for 47
J. C. White (Somerset) 5 for 42

(Continued on Page 7.)

FUTURE STATUS OF SHANGHAI.

DR. WANG CALLS ON MR. FEETHAM.

(Our Own Correspondent.)

Shanghai, June 27.
Dr. C. T. Wang, Nanking Foreign Minister called on Mr. Justice Feetham this morning in regard to various questions arising out of his report.

HEELS OVER IN DRY DOCK.

COLLAPSE OF THE SHORING.

ONE OF BIGGEST IN THE WORLD.

London, June 26.
H. M. Submarine X-1, one of the largest under-water craft in the world, and the only one of her type attached to the British Navy, while dry-docking at Portsmouth this afternoon, heeled over owing to the collapse of some shoring.

The giant craft had to be refloated and now shows a slight list, though it is officially stated that the X-1 suffered no damage. The mishap was not attended by casualties.

This is the second misadventure experienced by the X-1 this year. On February 3 last, when trials were being carried out in the Thames Estuary, an explosion occurred in the engine-room, wrecking one of her engines and seriously injuring six ratings. Six other ratings were slightly injured.

The explosion occurred in the crank-shaft of the port main engine and was caused by a temporary seizure of the piston.

The X-1 (pictured above) is more correctly described as a submarine cruiser. She displaces 2,789 tons in surface trim and 5,600 tons when submerged. She is 350 feet long, is as large as pre-war light cruisers, and cost over £1,000,000 to build.

With a cruising range of over 6,000 miles, she is able to travel by any part of the Empire, and is capable of engaging any craft short of a heavy cruiser. She can remain under water for two and a half days at a time.—*Reuter.*

DIVORCE GRANTED IN SHANGHAI.

WIFE'S ALLEGATION OF MISCONDUCT.

(Our Own Correspondent.)

Shanghai, June 27.
In the British Court yesterday before Judge Peter Grain, Mrs. Edith Murray Kidd petitioned for the dissolution of her marriage, accusing her husband, Lewis Murray Kidd, of misconduct with Miss Grave at a local hotel on May 9th this year.

Mr. M. Reader Harris was for the petitioner, and the petition was unopposed.

A decree nisi was granted.

TEST MATCH MISFORTUNES.

NOTABLE ENGLISH ABSENTEES.

London, June 26.
To-morrow at Lords, England and New Zealand meet in the first Test Match.

Owing to injuries, neither Sutcliffe nor Larwood will be in the English team.

The English Captain, D. Jardine (who yesterday made a century in the match between M.C.C. and Cambridge) and the Selection Committee have invited G. O. Allen (Middlesex) to take Larwood's place.—*British Wireless.*

SYDNEY WOOD GIVEN A FRIGHT.

Thrilling Battles at Wimbledon.

BETTY NUTHALL'S NEXT MATCH.

London, June 26.
Sydney Wood, the youthful American Davis Cup player, was given a severe fright in the fourth round of the Singles today, by a young New Zealander, Malfroy.

Wood won the first set with comparative ease, but the New Zealander played up spiritedly and after a terrific battle for the second set, which went to twenty-two games, Malfroy drew level. Wood went ahead again, after an eighteen-game duel in the third set, and then clinched the match with some superb play. It was the most thrilling match of the day.

Britain Avenge.

F. J. Perry avenged Britain by eliminating the sole German representative, in straight sets.

Frank Shields entered the last eight by beating J. S. Olliff. Olliff proved quite unable to cope with the American's powerful driving. Shields scoring with splendid passing shots that left Olliff standing.

In the second set, a service ace from Shields struck Olliff's racket before the Englishman realised that the ball was over the net!

In the third round of the women's singles, Mrs. Harper beat Miss Webb easily and qualified to meet Miss Betty Nuthall in the fourth round. It is interesting to note that Miss Nuthall beat Mrs. Harper in the final of the American championship last year.

Van Ryn's Victory.

Van Ryn's defeat of Boususs was somewhat unexpected. Great service and wonderful driving on the forehand by the American, coupled with Boususs's uncertainty of return, gave Van Ryn a great advantage. The Frenchman continually drove out of court, though he made some beautiful back-hand strokes.

Borotra is now France's sole representative in the singles. He was to have partnered Boususs in the men's doubles to-day, but he scratched for business reasons, giving Landry and Gregory Mangin a walk-over into the second round. Borotra, however, will play in the singles to-morrow.

Englishmen Conflict.

The defeat of Nigel Sharpe by G. P. Hughes came as no surprise, though the former's victory over Cochet has been the best singles performance so far.

Hughes was unsteady at first against the importation Sharpe's machine-like drives from the baseline, but he recovered and adopted a policy of stratagem with success, Sharpe becoming uncertain and finally tiring.

The principal results follow:

MEN'S SINGLES.

Fourth Round.

G. P. Hughes (Britain) beat N. Sharpe (Britain), 4-6, 6-2, 6-4, 6-3.

W. Van Ryn (U.S.A.) beat G. Boususs (France), 6-2, 1-6, 6-3, 6-1.

Frank Shields (U.S.A.) beat J. S. Olliff (Britain), 6-2, 6-4, 6-1.

(Continued on Page 7.)

The French Reply To America.

Unconditional Annuities.

Moral Interest of First Order.

Counter-Offer.

Paris, June 26.
The French reply to President Hoover's Moratorium offer was read in the Chamber to-day by the Premier, M. Laval.

The reply expresses French willingness to abstain for a period of one year from retaining payments from Germany, but says that a moral interest of the first order requires that even during the period of the Moratorium the unconditional annuities should be in no wise deferred.

The Note declares that a general suspension of payments seems an insufficient remedy for the dangers at present threatening German economy and European economy generally, as this is due to a substantial restriction of credits or the withdrawal of foreign funds.

Counter-Proposal.

As the solution of the German crisis therefore lies largely in an extension of credits, the French Government is prepared to lodge with the Bank of International Settlements funds equivalent to its share of non-deferable annuity, to be used for the improvement of credit in Germany and countries of Central Europe where the suspension of the Young Plan might create an economic disturbance.—*Reuter.*

Washington, June 26.
Mr. H. L. Simons, Secretary of State, in a statement issued by the State Department simultaneously with the text of the French reply, indicated the willingness of the United States to compromise with France over reparations.

It is understood that the French Government's suggestion is not considered to be a suggestion to accomplish the full measure of relief contemplated by President Hoover; therefore there must be discussion in order to reconcile the two viewpoints.

Officials have hinted that an eventual agreement is assured.—*Reuter's American Service.*

Negotiations Opening.

Paris, June 26.
The Government, in a communique, announces that Franco-American negotiations on President Hoover's proposal will begin to-morrow, when, at 3 p.m., M. Laval will receive in his room Mr. Andrew Mellon, U. S. Secretary of the Treasury; Mr. S. F. Edge, American Ambassador; M. Briand, Foreign Minister; and M. Flaminio, Minister of Finance.—*Reuter.*

French Interpellations.

London, June 26.
Mr. Mellon, who arrived in Paris yesterday from London, had a discussion to-day with M. Flaminio, French Minister of Finance.

It is understood, however, that the conversations were of a general character, and discussions on the French reservations are delayed until after the result of to-night's debate in the French Chamber, where the Government is facing nine interpellations on the debt question.—*British Wireless.*

India's Saving.

Simla, June 26.
The Indian Government's acceptance of Mr. Snowden's debt proposal is contained in an official communique, which indicates a Budget saving thereby of £386,000, this counter-balancing a loss of £229,000 from Reparations.—*Reuter.*

South Africa's Offer.

London, June 26.
Mr. Bodenstein, South African Secretary for External Affairs, (Continued on Page 14.)

Bulls and Inners

□ □ From the Office Butts. □ □

A lady correspondent writes to state that some men in Hongkong are so hard up that they can hardly raise their hats.

Another infamous saying:—
"No, our baby never cries!"

Rectangular plates are now said to be the vogue. Used in boarding houses, they might help in giving the appearance of a square meal.

Money—
Ordinarily required—
American—
Temporary—
Offered—
Relieve—
Industrial—
Upset—
Magnanimously.

"Where can one still enjoy silent pictures?" asks a correspondent. The only place we know is the old family album.

There has been much talk this week of America's economic ideas. Such as, we shyly submit, spending a billion dollars to dispose of surplus farm products and half a billion to irrigate more farm land.

As the rice farmer would revise it:—Say it with showers.

"The People Who Matter" are evidently those who sell old wardrobes and buy beach pyjamas with the proceeds.

A prehistoric skeleton has been found with the legs wrapped round the neck. This would seem to suggest that the dicky seat is older than generally supposed.

It is no surprise to read that George Bernard Shaw is writing getting married. MacWhirter says he'd much rather fall out with the wife.

Another infamous saying:—"I understand women like a book." Yes, a cheque-book.

In Kowloon motoring is spreading to every walk in life.

Our comrade's eggs were so fresh the other morning as to be almost impertinent.

The only time some brides are domesticated is when they sweep up the aisle of the church.

A contemporary, we notice, refers to "a woman aviator." We're now waiting to hear of a "male policeman."

[Recent fluctuations of the Hongkong dollar are attributed to speculation.]

It's hard to know how rich you are. To-day it's up; to-morrow down: It really is quite funny.

In London town a bob's a bob, No matter silver's rate; Out here, the wobbling makes one sob.

If not, indeed, irate. We've many problems here to face.

Apart from opium smuggling, But the one that causes most disgrace, Is surely dollar-juggling.

Is coining that's quite steady; It's only brokers who find glee. In forward rates, or "ready," To stop the rot we surely need, A never-changing token:

To kill at last that gambling greed, Before we're smashed and broken.

According to a naturalist, even trees and shrubs can talk. Sez yew!

Germany's new warship is to cost over three millions sterling. Seems as if it should be termed an out-of-pocket battleship.

"Colourful Tennis," says newspaper heading. We suppose some golden players were in the pink of condition, others green with envy and still more in the blue.

If this Naked Culture Society were formed, more than amateur photographers would be troubled with over-exposure.

Girl caddies are being employed on European golf links. Now the big problem will be what the well-dressed golfer will swear.

No-one has yet suggested that a few planes go up daily from Kaitake in order that business may look up.

The cult of the nude, Inexpressibly crude, Seems to point to a brain misalignment.

And those who suggest, Nude bathing is best, Are creatures who scoff at refinement.

There's a limit, I vow, To the manner, or how, We vary long ages' conventions; But we must show contempt, For this sordid attempt, Which is born of distasteful intentions.

The sponsors are sure, They are all that is pure, And they only want sun on their figures; Well let them depart, To the jungle's wild heart, For they'd feel more at home with the niggers! —CYN.

If many more monarchs lose their crowns, the king will in course of time be looked upon as the joker.

A writer says women are not what they were twenty years ago. No, some are nearly ten years older.

Why is it the boss always comes in early when you are late?

A cynic says flying is safer than getting married. MacWhirter says he'd much rather fall out with the wife.

Good weather comes in cycles, according to a meteorologist. So far as Hongkong is concerned, it seems to have got into a traffic jam.

Parking space in this Colony is like money—there's plenty of it where it doesn't do you any good.

Experience has shown that the only horse on which it is safe to put your shirt is the clothes-horse.

"Sun-bathers' Maxim:—"Bank and ye shall receive."

Money may go further than it used to, but is also stays away longer.

This brighter cricket movement seems to suggest that swipe is nigh.

Re Nude:—"We suppose beauty parlours will soon advertise—"Your youthful figure renewed."

Who says Scottish motorists are not generous? One gave us a sheep in Pedder Street the other afternoon.

At a Peak dinner party the other night an American visitor was complimented on the purity of his English. No Yeah!

It appears that baseball in Hongkong is a "fricas." Perhaps this accounts for the language.

Some of these back-to-nature people must write with tongue in cheek. And a good deal of cheek at that.

Written somewhere about 4 a.m.—
The City Lights and The Cat Creeps on the Level (The Bachelor Father), but Follow the Leader, Sonny Boy, take a good aim, and knock it into Splinters. Then go back to bed and sleep in peace.

Silence is more often guilt than peace. Large ears are a sign of generosity.—*Generalissimo.*

THE HONGKONG
PENINSULA HOTEL;
HONGKONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL
and
SHANGHAI
ASTOR HOUSE; PALACE HOTEL;
HOTELS
LIMITED.
In association with the Grand Hotel
Des Wagon Lits, Peking.

KOWLOON HOTEL
KOWLOON.

UNDER THE PERSONAL SUPERVISION
AND ATTENTION OF—

H. J. WHITE.

Phone No. 58008.

Cable "KOWLOTEL"
Hongkong.

PALACE HOTEL

Tel. Kowloon No. 3. Tel. Address "Palace."
A First Class Residential and Tourist Hotel with all the Conveniences of a Home. Under Entirely European Management. Cosy Lounge and Billiard Saloon. Three minutes from Ferry. Families specially catered for. Moderate terms.

MRS. J. M. OXBERRY,
Proprietress.

PENANG

Music
Daily.



Dinner
Dance
Twice weekly

RUNNYMEDE HOTEL.

The Premier Hotel in Penang.

With beautiful private lawns to the Sea.

TWENTY ADDITIONAL ROOMS—COMPLETELY MODERNISED—
AND RE-FURNISHED ARE NOW READY.

RUNNYMEDE HOTEL, LTD.

George Goldsack,
Manager.

EUROPE HOTEL
SINGAPORE.

"RENOVED BY RECOMMENDATION"

DANCING: After Dinner every Tuesday, Thursday and Saturday.
MUSIC: On the VERANDA—
Monday to Friday—7.45 p.m. to 8.30 p.m.
Saturdays—12.30 p.m. to 1.30 p.m.
and 8.00 p.m. to 8.30 p.m.
Sunday Concerts—9.50 p.m. to 11 p.m.

Robert Drescher's Famous Viennese Orchestra
Plays During Tiffin and Dinner Every Day.

GRILL:

Telephone, 5341 (8 lines)
Cables "EUROPE" Singapore.

THE EUROPE HOTEL, Ltd.
Arthur E. Odell,
Managing Director.

MAN HING
TAILOR

PERFECT FIT GUARANTEED

No 6—D'Aguiar Street

Tel 2078

CONCERT IN AID OF NEW HOSPITAL.

FUNCTION AT THEATRE
ROYAL A GREAT SUCCESS.

The charity concert in aid of a hospital for children organised by the Sisters of the Precious Blood Convent, given at the Theatre Royal last night, was a tremendous success. It was under the patronage of Sir William and Lady Peel.

The programme was full of variety, and no doubt this contributed in a large measure to its success. It opened with an item entitled "Hot and Sweet" by that popular orchestra, Micky's Melody Makers, and when the applause which greeted this had died down, Miss M. Gomes, who needs no introduction to Hongkong audiences, gave an excellent rendering of an operatic air. This was followed by a violin solo by Professor Gonzalez played with masterful technique and tone, which was loudly applauded. A song by Mr. H. G. Anniss was the next number, and was also greatly appreciated.

Two Scottish dances by Miss Lorna Tolan came in for a great deal of applause, for the clever manner in which she executed them. Mrs. F. C. E. Rendall then rendered two songs in her delightfully mellow voice; and this was followed by a clever exhibition of the Tap Dance by Miss Nellie Field and Mr. J. Greenham. The first half concluded with a delightfully played piano solo by Mr. S. B. Winram.

The second part of the programme began with a physical culture display by Professor Maurice and his pupils, and was followed by two well-played violin solos by Mr. J. Braga.

Mr. C. d'Aquino then rendered two songs in pleasing manner; and Miss Billie Field gave a dance, Valse Lente, very cleverly and artistically, being heartily applauded.

Mr. J. J. Ferguson presented an item entitled "Fire and Water" as experienced by himself.

The rest of the programme included songs by Mrs. Rendall, and an Apache Dance by Miss Nellie Field and Mr. C. Gray, which was a decided "hit."

Micky's Melody Makers wound up the evening's enjoyment with another musical number, bringing to a close a thoroughly good entertainment.

INDIA'S FINANCES.

BRITAIN TO GIVE SOME
ASSISTANCE.

London, June 26.

In the House of Commons, replying to a question regarding the financial position of India, Mr. Ramsay MacDonald stated that the financial strain on the Government of India was due to the depression having been accentuated by the uncertainties which attended the discussion on constitutional changes, more particularly the consideration of provisions to be embodied in the new constitution to ensure financial stability.

It would not be possible to introduce the proposed constitutional changes if financial stability were not assured, and His Majesty's Government were determined not to allow a state of affairs to arise which might jeopardise the financial stability of good government in India, for which the Secretary of State at present was responsible.

The Government therefore had decided, should the need arise, that they will apply to parliament for the authority necessary to enable them to give financial support, under suitable conditions, to the Government of India, for the purpose of maintaining the country's credit, pending a constitutional settlement and the formulation of provisions maintaining India's credit in the future.

Reuter.

STAUNTON STREET FIRE.

STRANGE DISCLOSURE BY
FIRE CHIEF.

Questions regarding the storing and sale of fireworks were put to Mr. H. T. Brooks, the Superintendent of the Fire Brigade, at the Coroner's inquiry which was resumed by Mr. Schofield and a jury at the Central Police Court yesterday afternoon, into the circumstances of the recent outbreak at 35, Staunton Street, which involved the loss of 16 lives.

Mr. H. R. B. Hancock is the foreman of the jury and is assisted by Mr. R. E. H. Oliver and Mr. Li Kam-fai.

Mr. H. J. Armstrong holds a watching brief on behalf of Mr. Wong Chu-kee, master of the shop on the ground and first floors.

Giving evidence, Mr. Brooks said that the first call was received at 9.30 p.m. on June 9 from the Staunton Street alarm and a second shortly afterwards by telephone. On receipt of the call two appliances were turned out from the Central Fire Brigade with crews of eight each under Station Officer Smith.

Witness said that he was in his quarters on the fifth floor and immediately on being informed he went to the Indian Police quarters which overlook Staunton Street and saw heavy smoke arising. He thereupon ordered two motor appliances to the scene, one from Wanchai and the other from Kennedy Town, he himself proceeding by car.

A Fierce Blaze.

On arrival, witness found the two upper floors of the building well alight and blazing fiercely. Loud detonation of fire crackers could be heard. Two jets were working on the fire from the upper floors of the buildings opposite and later one was worked from the street. This was used to prevent the fire spreading to No. 33, which it was threatening to do at the time.

Witness then went up stairs in No. 35, to see whether a hose could be operated from the roof, and found flames coming from the trap door. After leaving the door open sufficiently to allow a jet to be inserted the flames were then attacked from there. No. 37 was likewise explored but it was found that no advantage could be gained by using a hose in that house.

Continuing, witness went on to describe how the fire by degrees was eventually got under control, and after twenty minutes the officers were able to enter the first and second floors of No. 35 itself. Mr. Smith reported to witness that there were a number of dead bodies on the second floor and, after informing Chief Inspector P. Grant of the Police, the party went up to the floor.

Lying a short distance from the door were four bodies with another six close by and two more further away from the staircase. While on the floor, witness received a report that there was another body on the first floor landing of the staircase. After the discovery of these bodies had been made witness was informed, for the first time, that four girls had jumped into the street during the fire.

Possible Origin.

Witness said that it was fairly clear that the fire had started on the first floor and, on looking around for the possible origin for the outbreak, he formed the opinion, in the absence of other evidence, that the fusing of the electric wires in the vicinity of the crackers under the stairs had been the cause of the conflagration.

In reply to Mr. Armstrong, witness said that no attempt was made by the Brigade to enter No. 35 immediately on their arrival to rescue the inmates, as that was impossible. All the firemen and Police officers were instructed in the use of jumping shots but none were used on this occasion. A despatch box, with three lengths of hose, was all that was kept at the Central Police Station in the way of fire-fighting appliances.

The Regulations.

Witness said that, with the exception of the paragraph requiring

WELCOME TO NEW PRESIDENT.

MR. R. H. KOTEWALL AT TEA
PARTY AT UNIVERSITY.

As the newly-elected President of the University Amateur Photographic Society, Mr. R. H. Kotewall, LL.D., C.M.G. together with Mrs. Kotewall, were the guests of honour at a tea party given by the members of the Society at the Union Assembly Room of the University yesterday afternoon.

Mr. C. Y. Yeap, the Chairman, welcomed Mr. and Mrs. Kotewall and spoke of the honour it gave the Society to have such a prominent personality as Mr. Kotewall as the successor of Mr. A. A. Rumjahn and Dr. M. B. Osman, two past presidents.

In reply, Mr. Kotewall said that it gave him and his wife the greatest pleasure to be present at the reception, and, speaking of the delight it gave him to be associated with the University Amateur Photographic Society, he said that he expected to profit by it and, in return, he would try to further the interests of the club and encourage amateur photography in the Colony.

After recounting, in humorous vein, his experiences as an amateur photographer since 1901, Mr. Kotewall offered the Society a prize of \$50 to be awarded for the best picture on display at the annual exhibition.

Mr. P. P. A. Dragon, a prominent member of the Society and one of the best amateur photographers in the Colony, elaborated upon a remark made by one of the judges at the last exhibition that the exhibits were worthy of a place in London and other exhibitions, and he appealed to members of the Society to get together to "put Hongkong on the photographic map" by submitting exhibits to foreign exhibitions and to competitions organised by photographic journals abroad.

A REPORT DENIED.

QUEEN HELEN HAS
A FIT.

Bucharest, June 26.

An official statement denies the Daily Express story regarding Queen Helen having taken veronal and being seriously ill.

It is stated that the Queen is fit, and took an early morning ride to-day.—Reuter.

Sellers of firecrackers to keep their goods in a glass case, there was no regulation to govern the sale of fireworks, but the question was now being considered by the authorities.

Answering a further question, witness said that since the end of 1927 until the end of 1930 there had been 17 fires involving fire cracker shops. The present instance was similar to the one in Station Street on December 13, 1928, when five lives were lost.

In reply to the jury, witness said that there was no necessity for fire-cracker dealers to apply to the Fire Brigade when starting business. As far as he knew anybody could open a firecracker shop and store crackers anywhere they liked.

Answering a further question, witness said that none of the members of the Fire Brigade were aware that anybody had jumped into the street. The girls had apparently jumped before the arrival of the Brigade.

The hearing was adjourned until next week.

THE STAR FURNITURE STORE.

(European.)
Hankow Road, Kowloon.
(Opp Star Theatre)

High Class Second-hand Furniture and Sundry Household Requisites at lowest prices.

Ladies' gowns and children's cast off garments bought and sold.
Inspection invited.

AMUSEMENTS

AT THE **STAR** FINAL SHOWINGS TO-DAY
2. At 3.0, 5.20, 7.30 & 9.30

WILLIAM FOX
presents

ON THE LEVEL



The dames just
can't help loving
that mighty man
McLAGLEN
Especially when Vic's
latest role is as peppy
as any of his other big
successes like "The
Cock Eyed World"

AT THE **WORLD** FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.30



WARNER BROS.
\$1,000,000 KID

**DAVEY LEE
SONNY BOY**

The wonder child of "The Singing Fool" in his first starring picture!
A WARNER BROS. PRODUCTION



THE greatest qualities of men and things do frequently surpass our definition. But they are none the less unmistakable. The rare excellence of Peter Dawson Whisky (guaranteed pre-war quality) is not to be crystallised in words, but the wide acceptance of Peter Dawson among connoisseurs is ample evidence of its existence. Drink and know the excellence that is beyond definition.

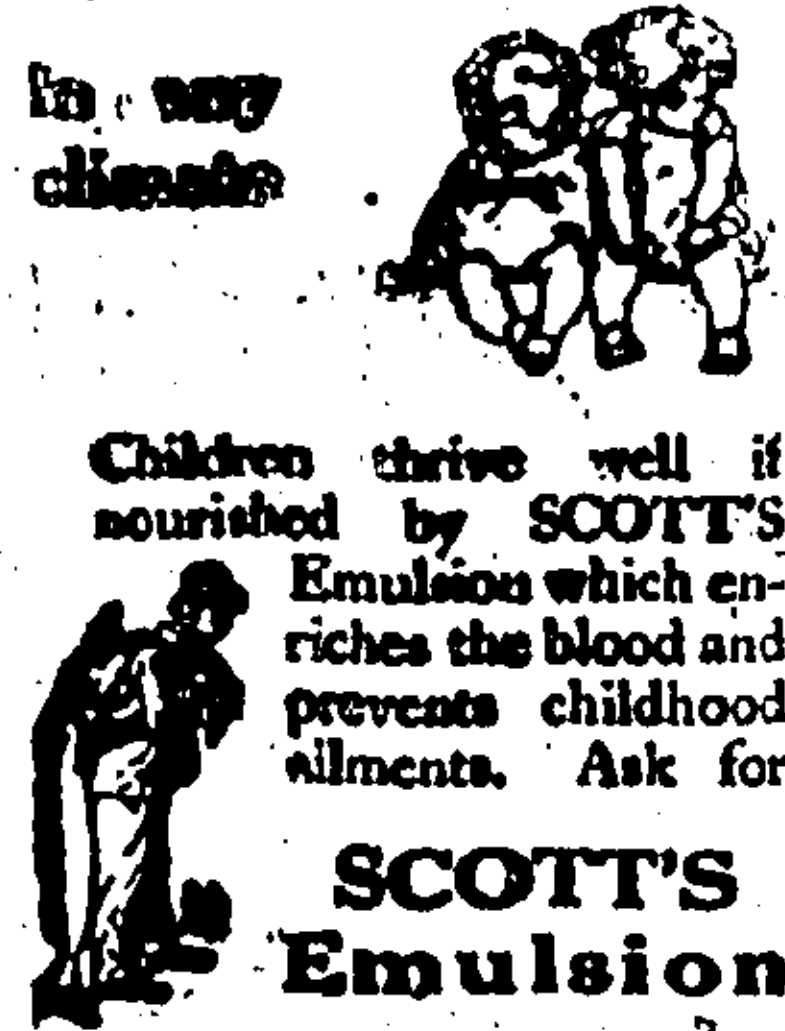
Sole Distributors:—

H. RUTTONJEE & SON

SALESMAN SAM

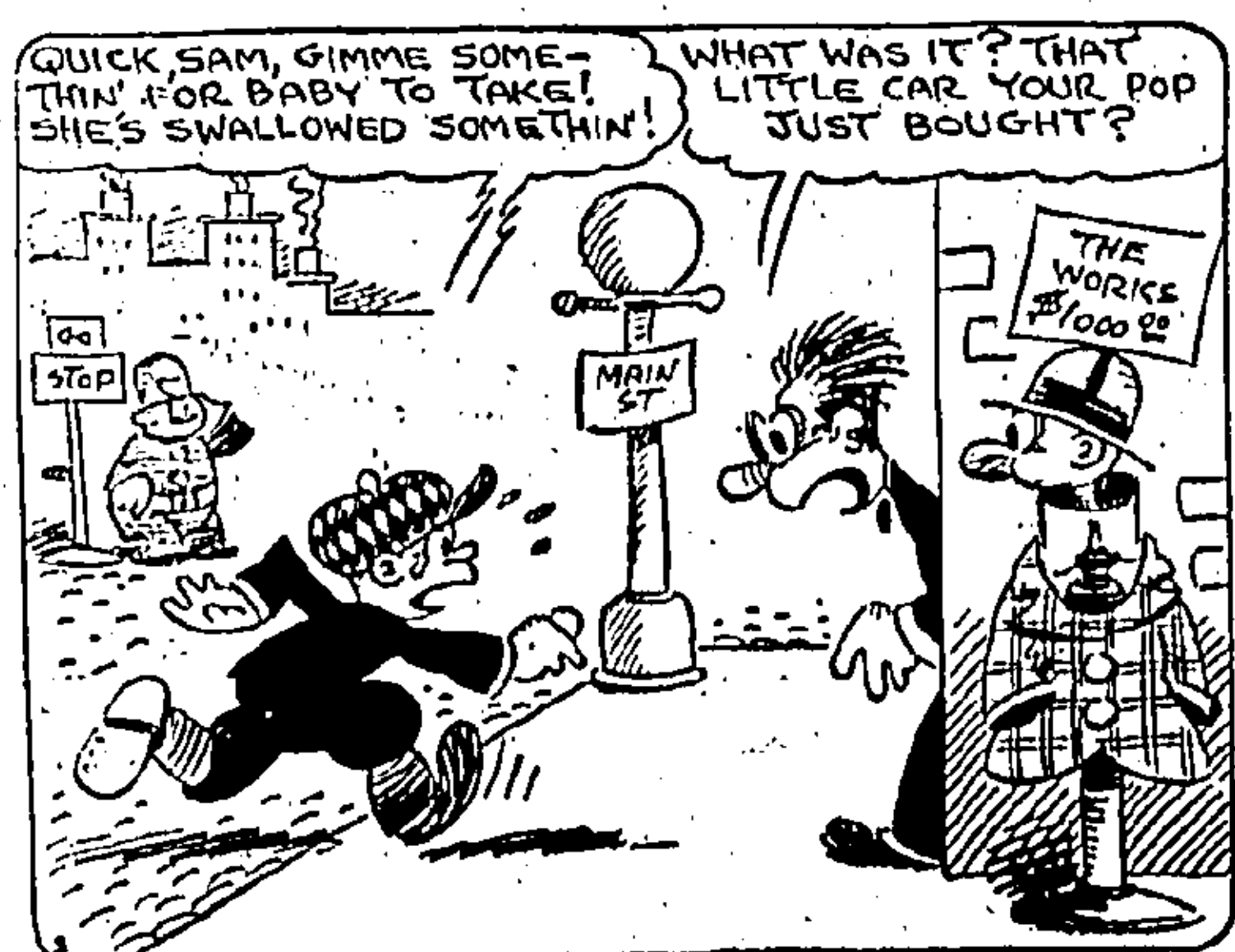
It Should, Sam!

By Small



Children thrive well if
nourished by SCOTT'S
Emulsion which en-
riches the blood and
prevents childhood
ailments. Ask for

**SCOTT'S
Emulsion**





Beautiful Switzerland sends you the best it produces

the wonderful "BEAR BRAND" milk. Right from the Emmenthal, the classic Swiss milk centre, "BEAR BRAND" is even more than Swiss milk. It is real Emmenthal milk.

Obtained from inspected cows only, scientifically sterilized at a model factory, it comes straight to you. A real health giving milk.

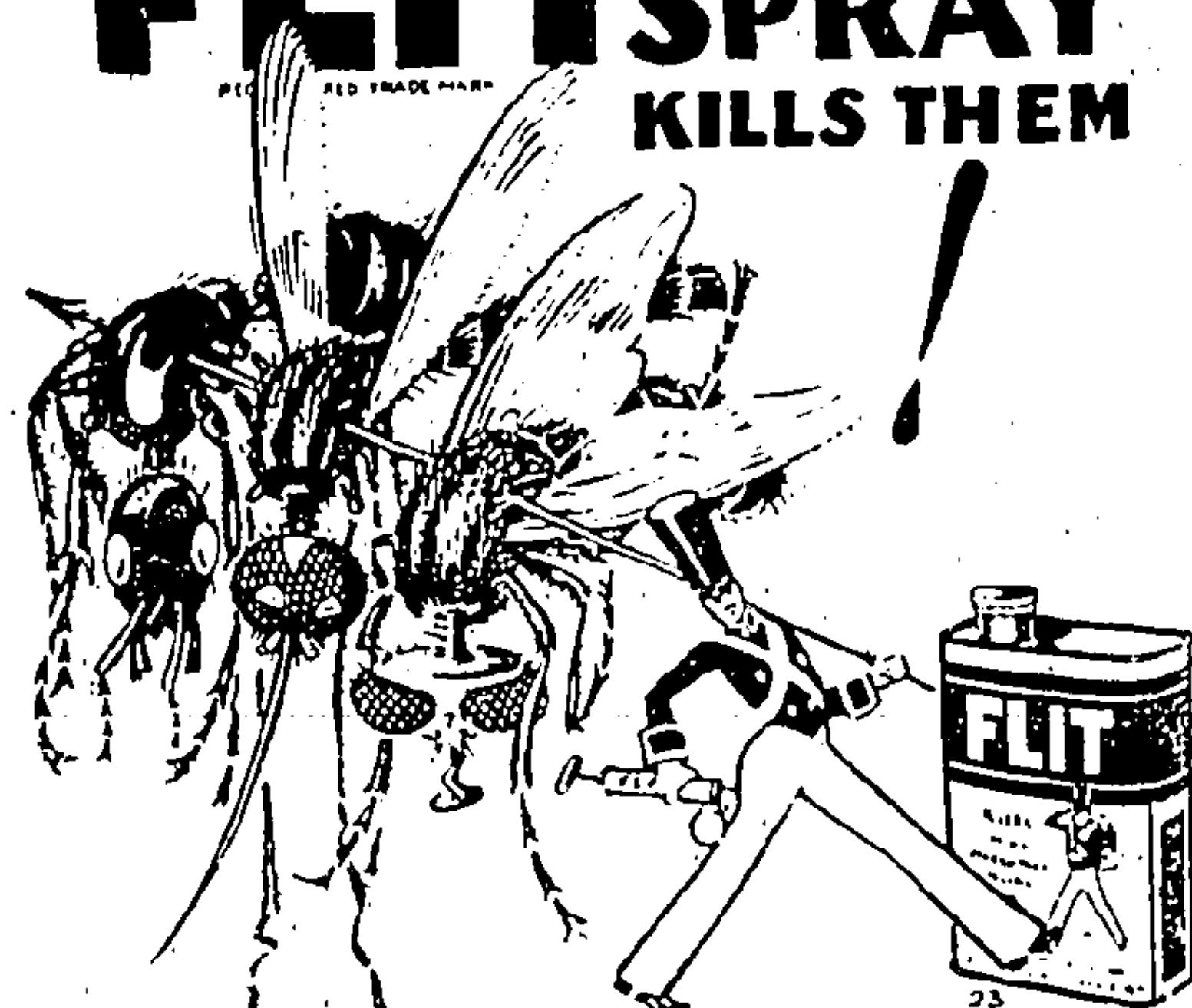
Science has achieved a great deal, yet nothing will ever replace the quality of the green crop which is grown on the pastures of the Emmenthal. It serves to produce "BEAR BRAND" milk and that is why there is no substitute for it.

BEAR BRAND
Natural Swiss Milk



A. B. MOULDER & CO., LTD.,
CHINA BUILDING.
Sole Agents for South China.

FLIT SPRAY
KILLS THEM



CINZANO
ITALIAN VERMOUTH
is made with the finest Italian White Wine.
It is very wholesome—It is not a Liqueur.

Some ways of using it:
PLAIN: It's not too sweet and not too dry."
IN ALL COCKTAILS, where Vermouth is used.
AS A LONG DRINK IN SUMMER: with mineral water.

The Perfect Cocktail "GIN & CIN"
1 DRY GIN, 1 CINZANO VERMOUTH, A SQUEEZE OF LEMON

WHAT ABOUT "IT"?
Will you have a "Gin and It"?
The knowing man says: Oh no!
I'd rather have a Gin and Cin.
The "It" is then "Cinzano."

"CINZANO" stands for quality.
Quality is equal to "CINZANO."
In one you have both!



Obtainable from All Wine Merchants.

OBITUARY.

DEATH OF THE FAMOUS TRADER HORN.

London, June 26.
A man whose most adventures included being carried in the mouth of a wounded lion, and being assailed by natives during a quarrel over ivory, died to-day, in the person of Aloysius Horn, the famous trader and pioneer of a crowded life of thrills in Africa, paralleled by few other white men.

These adventures were recently embodied in a book and film. He was aged 80, and succumbed to a common cold.

Alfred Aloysius Horn, trader and wanderer in Africa and author, was born in Lancashire in 1851, and 20 years later went out to West Africa in the service of a Liverpool steamship company. He was appointed to the Ivory Coast and began by assisting the company's agent in developing the ivory and rubber trade. Then he started trading on his own account, and for years cut himself off almost entirely from civilisation. He went as near becoming a native as a white man could, and his intimacy with the native chiefs was only equalled by his intimacy with wild animals.

Tried to Enlist.

When the world-war was in progress, he returned to England and tried, by stating his age at 20 years less than it was, to enlist in the army. But he was not sufficiently convincing and was rejected. He managed, however, to do some war-work as a member of the crew of a mine-sweeping vessel.

Some years after the war was over, Horn, then an old, grey-bearded pedlar, walked through Johannesburg trying to sell gridirons. Among the houses at which he called was that of Mrs. Ethelreda Lewis. From gridirons their conversation turned to natives in various parts of Africa, and Horn's talk became so interesting that Mrs. Lewis arranged to see more of him. The result was the production in 1927 of a volume of his reminiscences of life on the Ivory Coast in the old days, under the title of "Trader Horn."

It was a strange book, telling of extraordinary experiences and throwing novel sidelights on West African life, with touches of philosophy peculiar to the author. But, though Horn had the gift for telling tales of thrilling adventure, his education had not gone far, and Mrs. Lewis had refrained from interfering with his odd twists of language and quaint ways of expressing himself. The very naïveté of the work led some readers to declare, while admitting it to be highly entertaining, that it was "too good to be true." This Horn resented, and immediately showed himself to the world by making a long lecturing tour, particularly in the U.S. The result was an enormous sale for the book.

His other works include "Harold the Webbed," a rambling story of Vikings, Romans and ancient Britons.

In 1929 Horn visited Hollywood in connexion with the film which was being made round his adventures.—*Reuter and I. B. S.*

TRADE WITH PERSIA.

STATEMENT IN LORDS ON BRITISH POSITION.

London, June 26.
A statement on the situation regarding British trade relations with Persia was made by Lord Parmoor on behalf of the Government in the House of Lords last night, in reply to a speech by Lord Lamington, who called attention to the effects of the monopoly established by the Persian Government.

Lord Parmoor said the Government desired prosperity and peace in an independent Persia. Negotiations had been proceeding for some time with the object of concluding a general and commercial treaty. A measure of agreement had been reached, and the Government were confident that if Persia so desired, the negotiations could be brought to an early and successful end.

Exchange control in Persia was unfavourable to British trade, and the trade monopoly laws had placed restrictions upon imports. Representations had been made by the British Minister at Teheran on the exchange regulations, and their adverse effect on trade. Further legislation of February and March this year had brought all foreign trade with Persia to a standstill.

The reason which the Persian Government had given for their trade monopoly was the acute economic crises in their country. The British Government did not desire to embarrass Persia if the restrictions did not outlast the emergency, and if British trade was not in practice to be handicapped in meeting the competition of other countries.—*British Wireless.*

SALE

ONCE AGAIN, OUR GREAT SUMMER SALE IS
ABOUT TO COMMENCE!

ON MONDAY, JUNE 27th. THE WHOLE OF OUR
STOCK WILL BE OFFERED AT GREAT REDUCTIONS.

HATS—HATS—HATS

BELOW COST PRICES.

MORE THAN ONE THOUSAND MODELS.

BATHING SUITS—BATHING SUITS

JANTZEN—\$16.75.

BATHING SHOES AND CAPS AT CLEARANCE PRICES

SILK UNDERWEAR

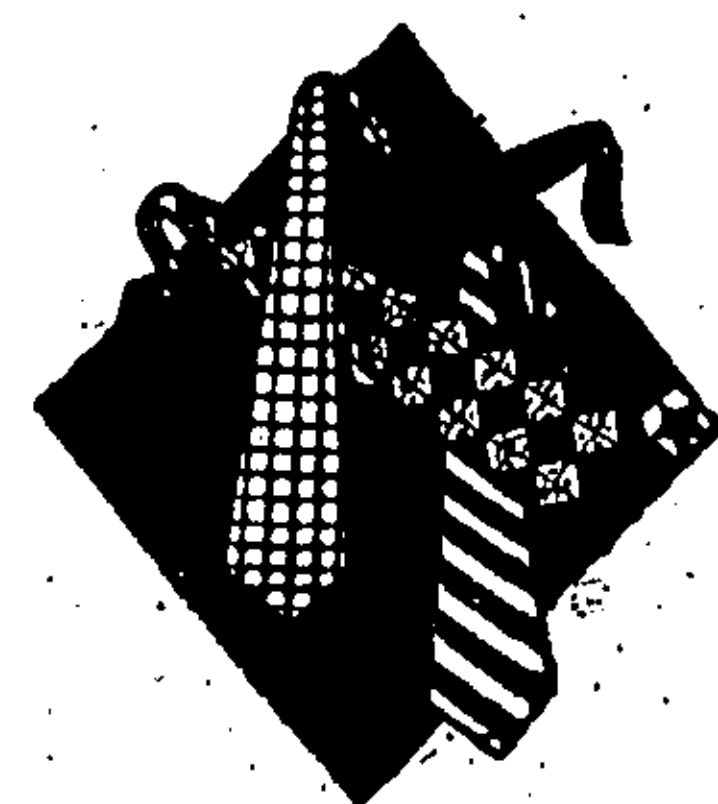
AT PRICES THAT CANNOT BE REPEATED

DOZENS OF **ELITE STYLES**
OTHER LINES

A.P.C. BUILDING.

Anniversary Sale

NOW ON



SPECIAL LINE FOR MEN

Silk Pyjamas

Plain or Striped Silk \$7.75

(Usual Price \$13.00)

Silk Shirts

Plain or Striped \$3.50

(Usual Price \$6.00)

Tie & Handkerchief Sets

In a Wide Range of Colours \$1.95

(Usual Price \$3.00)

Men's Silk Socks

White, Black or Fancy \$2.25

(Usual Price \$3.75)

TO LADIES—ALL OUR NEW
SUMMER SILKS IN THIS SALE.

TAJMAHAL SILK STORE

King's Theatre Building.

D'Aguilar Street.



TO-DAY'S WANTS.

WORDS \$1.50.
(*\$2.00 if Not Prepaid.*)
The following replies have been received:—
667, 671, 678, 688, 695, 691, 695,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 760, 772, 773,
775, 776, 793, 795, 820.

TUITION GIVEN.

LESSONS in English with particular attention to pronunciation. Also instruction in principles and history of English Law by English Barrister (Middle Temple). Moderate fees. Write Box No. 772, "Hongkong Telegraph."

PERSONAL.

Young Englishman, Bachelor, Possessing furnished three room flat in best locality of Kowloon would like suitable young man to join him as a mess mate. Interested in games and likes an occasional gin, average monthly mess bill \$200.00. Write Box No. 824, "Hongkong Telegraph."

WANTED KNOWN.

ELECTRIC BATHS—Ideal for lumbago, rheumatism, etc. Recommended for reducing. Given by skilled attendants, Tester Beauty Parlour, Kowloon Building, ground floor. Telephone 22193.

WANTED.

WANTED TO BUY—Furniture of any kind, clothing etc., second-hand or new. Single or large lots. Best prices in the East. Apply 23, Nathan Road, (The Palace Store).

PREMISES WANTED.

WANTED—MATHS, at Repulse Bay. Either purchase or lease. Please write Box No. 803, "Hongkong Telegraph."

MISCELLANEOUS.

CHIROPODIST (Corn remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kowloon Building, Tel. 22193. (Ground Floor).

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chan. Electric Light. Large garden. Write Box No. 753, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLIE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents. "PEAK MANSIONS".

Prince Edward Road, Kowloon.

Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"

Flats with modern conveniences.

MASSAGE HALL

MRS. S. UZUNOYE
57, Queen's Road C., 2nd floor.
Expert Masseuse.

CHURCH NOTICES.

To-morrow the Fourth Sunday after Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. 28th June, 1931. Fourth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Dean. St. Peter's Day:—Monday, June 29th. Holy Communion, 7.45 a.m.

Union Church, Kennedy Road. Sunday, 28th June, 1931. Morning Service, 11 a.m. Broadcaster. Evening Service, 6 p.m. Preacher: The Rev. E. G. Powell. Social Hour after Evening Service. Sunday School: Kennedy Road, 10 a.m.

Union Church, Jordan Road, Kowloon. Morning Worship, 11 a.m. Evening Worship 6 p.m. Preacher at both services. Rev. T. A. Broadfoot. Anthem by Choir at Morning Service, "Tell it out." Sunday School 10 a.m.

Wesleyan Methodist Church, Queen's Road, East. (Opposite Royal Naval Hospital). Sunday, June 28th. Divine service every Sunday, 10.15 a.m. Morning Service, 6 p.m. Evening Service. The Preacher at both Services will be the Rev. R. Showell. B. Sc. At Sailors and Soldiers Home, Sunday evening 8.15 p.m. Servicemen's Hour.

St. Andrew's Church, Kowloon, 28th June, 1931. Fourth Sunday after Trinity. 8.15 a.m. Holy Communion. 10.00 a.m. Primary Sunday School. Young People's Service and Bible Class for Boys and Young Men. 11.00 a.m. Morning Prayer and Sermon. Preacher: Rev. E. A. Armstrong. Subject: "St. John the Baptist." 6 p.m. Evening Prayer and Sermon. Preacher: The Vicar. Subject: "The Seeking Love of God."

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Christian Science." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

New Advertisements.

LANE, CRAWFORD, LTD.

As it is the intention of the Directors to offer to Shareholders on the Register on the 6th July, 1931, the 25,000 unissued Shares of \$5.00 each at par in the proportion of one Share for each complete five Shares held by Shareholders. NOTICE IS HEREBY GIVEN that the Transfer Books and Register of Members of the above named Company will be closed from the 4th to 6th July, 1931, both days inclusive during which time no transfer of Shares can be registered.

Persons who hold Shares in the Company but have not had their Shares registered in their names and who wish to avail themselves of such intended offer must have their Shares registered in their names before the 4th July, 1931.

By Order of the Board,

A. W. BROWN,
Secretary.
Hongkong, 27th June, 1931.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Re. offer of New Shares.

Shareholders are reminded that the latest date for acceptance of the Offer of New Shares of the Company is Tuesday, 30th June, 1931. Forms of Acceptance and/or Renunciation accompanied by remittances should be lodged at the Company's Registered Office, Second Floor, Exchange Building, Hongkong, on or before the said date.

Hongkong, 22nd June, 1931.

G.  R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 29th day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	E.	S.	W.			
1	Kowloon Land No. 2227.	Inland North of No. 2242, Sai Yee Street.	As per sale plan.				About 9,021	\$160	\$21,553

G.  R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 29th day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	E.	S.	W.			
2	Kowloon Land No. 2228.	North of Kowloon Inland Lot No. 2242, Sai Yee Street.	As per sale plan.				About 5,223	\$148	\$20,073

THE NEW FRENCH REMEDY.
THERAPION No. 2
THERAPION No. 3
This medicine is a powerful and reliable remedy for all kinds of skin diseases, such as eczema, psoriasis, and other eruptions. It is applied externally and is entirely painless. It is sold in bottles of 1/2, 1, and 2 ounces. Price 1/6, 2/6, and 4/6 respectively. Write for particulars to The French Dispensary, Ltd., 10, Queen's Road, Central, Hongkong.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Monday, the 29th June, 1931, commencing at 10.30 a.m. at No. 271, The Peak (No. 8, Stewart Terrace). A Quantity of Valuable Household Furniture also

One Norge Electric Ice Box On View from Sunday, the 28th June, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Monday, the 29th June, 1931, commencing at 5.15 p.m. at their Sales Room, No. 4, Duddell Street. A Valuable Collection of POSTAGE STAMPS. On View from Friday, the 26th June, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

BY ORDER OF THE FIRST MORTGAGEE

PUBLIC AUCTION.

of the

Valuable Leasehold Property situate at Victoria in the Colony of Hongkong and registered at the Land Office as the Remaining Portion of Inland Lot No. 47 with the Building thereon now known as

No. 24, WING FUNG STREET to be sold on MONDAY, the 29th day of June, 1931, at 3 p.m.

by Messrs. LAMMERT BROTHERS, Auctioneers, at their Salesroom, No. 4, Duddell Street, Hongkong.

For further particulars and Conditions of Sale apply to:—
MESSRS. WOO & NASH, MORTGAGEE'S SOLICITORS, Nos. 4 & 6, Queen's Road Central, Hongkong, or to:—
MESSRS. LAMMERT BROTHERS, Auctioneers, No. 4, Duddell Street, Hongkong

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

of the

VALUABLE LEASEHOLD PROPERTY situate at Kowloon and registered at the Land Office as Kowloon Inland Lot No. 1445.

Particulars.

Area,—126,000 square feet. Boundaries,—
Northeast,—San Shan Road, 350 feet.
Southwest,—Ma Hang Chung Road, 350 feet.
Southeast,—Pau Chung Street, 350 feet.
Northwest,—Pak Tai Street, 350 feet.

N.B.—Pak Tai Street was formerly known as Kowloon City Road and was so named in the Crown Lease plan.

The property lies between and near Ma Tau Wei Road and Kowloon City Road.

A large shed, and other buildings, now used by a monthly tenant for an automobile business, occupy part of the site. Allowing for a 60 ft. street from San Shan Road to Ma Hang Chung Road, and two 6 ft. scavenging lanes, the site is capable of subdivision into 88 house sites, 16' 4" x 69' 6" (end sites 17' 6" x 69' 6"). Such development is given as an example only; same would require removal of the existing buildings.

Term,—75 years from 31st January, 1922, with right of renewal for one further term of 75 years.

Crown rent,—\$724 per annum.

The property will be sold on Thursday the 9th day of July, 1931, at 3 p.m. by

Messrs. LAMMERT BROTHERS, Auctioneers, at their Salesroom, No. 4, Duddell Street, Hongkong.

For further particulars apply to:—
Messrs. LAMMERT BROTHERS, Auctioneers, No. 4, Duddell Street, Hongkong, June 22, 1931.

HUGHES & HOUGH LIMITED.

PUBLIC AUCTION.

The undersigned have received instructions to sell,

PUBLIC AUCTION

on Tuesday, the 30th June, 1931, commencing at 9.30 a.m. (Interval between 12 noon and 2 p.m.) at

Royal Army Ordnance Depot, Queen's Road East, and

Royal Engineer's Yard, Wellington Barracks.

The Following Government Stores:—

Ground Sheets, Tentage, Electric Wire, Cable, Range, Survey and Mining Stores, Iron Galv. Brass, Copper, Gunmetal, Wrought Iron, Steel, Zinc, Blankets, Mosquito Netting, Brass Cylinders, Drums, etc., etc.

Engineer and Other Ordnance Stores.

Catalogues can be obtained from the Chief Foreman's Office, Arsenal Yard, Queen's Road East, or from the Auctioneer.

Terms of Sale:—Cash on delivery. All faults and Errors of description at purchasers risk on the fall of the hammer. All lots to be cleared within seven days.

HUGHES & HOUGH, LTD., Auctioneers.
Hongkong, 23rd June, 1931.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Sennet Freres to sell by Public Auction,

on Tuesday, the 30th June, 1931, commencing at 10.30 a.m.

at their Store, York Building.

On Account of Removal To New Premises.

THE WHOLE OF THEIR SURPLUS STOCKS

comprising:—

Gold and Silver Watches, Jewellery, Silver and Plated Ware, Cups, Cigarette Cases, Clocks, Fancy and Leather Bags, Porcelain Ware, Cut Glass, Lalique Glass, Fancy Goods, etc., etc.

also

A Quantity of Shop Fittings.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 3rd July, 1931, at 3 p.m.

at their Sales Room, Duddell Street.

The Steam Launch "La Conference"

with full equipment

Length overall 55' 8"

Breath extreme 10' 0"

Depth 6' 2"

Engine: Compound,

Surface Condensing

Diameter of cylinder 7 inches and 14 inches by 9 inches stroke.

Boiler: 5' 3" diameter by 6' 3" long

Working pressure 125 lbs. per square inch.

For further particulars apply to Official Mensurer's Office, 40, Connaught Road, Central.

LAMMERT BROS., Auctioneers.

ROSE ASTRINGENT.

A delightful tonic lotion for keeping the skin in good condition.

Especially useful during the hot weather, when the pores of the skin become relaxed and enlarged.

\$1.75 per bottle.

Sole Manufacturers:

THE COLONIAL DISPENSARY, HONGKONG.

Removing on June 29th to Gloucester Building, Pedder Street.

POST OFFICE NOTICE

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this Letters and postcards for Europe and South America are forwarded INWARD MAILS.

From	Per	Due
Shanghai	Suiyang	June 27.
Java	Tjimanok	June 27.
Amoy	Talma	June 27.
Europe via Negapatam, (papers only, London, 28th May)	Suwa Maru	June 27.
M.S.A. Honolulu, Japan and Shanghai (San Francisco 29th May)	Pres. Lincoln	June 27.
Straits	Pres. Van Buren	June 27.
Amoy	Somali	June 28.
Shanghai, Japan, U.S.A., Canada, Calcutta and Straits	Tjialak	June 28.
U. S. A., Honolulu, Japan and Shanghai (San Francisco, 5th June)	Sui Sang	June 28.
Japan and Shanghai	Pres. Jackson	June 29.
Shanghai and Amoy	Heian Maru	June 29.
Straits	Taiyuan	June 29.
Amoy and Swatow	Sirdhana	July 1.
Europe via Suez (Letters and Papers, London, 4th June and Parcels, 28th May)	Tjialroca	July 1.
U.S.A., Honolulu Japan and Shanghai (San Francisco, 11th June)	Cremer	July 1.
U.S.A., Canada, Japan and Shanghai (Seattle, 13th June)	Khyber	July 2.
Australia and Manila	Tatsuta Maru	July 3.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B. C. 20th June)	Pres. Madison	July 3.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 19th June)	Nelloro	July 4.
For	Athos II	July 7.
Haiphong	Emps. of Japan	July 10.
Shanghai and Japan	Pres. Garfield	July 11.
Shanghai, Japan, U.S.A., Canada, C. and S. America and *Europe via Victoria B.C., and *Europe via Siberia	Pres. McKinley	July 13.

OUTWARD MAILS.

For	Per	Date and Time
Haiphong	Canton	Sat., June 27, 2.30 p.m.
Shanghai and Japan	Suwa Maru	Sat., June 27, 3.30 p.m.
Shanghai, Japan, U.S.A., Canada, C. and S. America and *Europe via Victoria B.C., and *Europe via Siberia	Pres. Lincoln	Sat., June 27, 4.15 p.m.
	Registration	4.15 p.m.
	Letters	4.15 p.m.
	(Due Victoria B.C., 14th July)	
Saigon	Apsey	Sat., June 27, 4.30 p.m.
Manila	Pres. Van Buren	Sat., June 27, 5 p.m.
Bangkok via Swatow	Kaying	Sun., June 28, 9 a.m.
Foochow	Yingchow	Sun., June 28, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., June 28, 9 a.m.
Shanghai	Somali	Sun., June 28, 9 a.m.
Fort Bayard	Tai Poo Sek	Sun., June 28, 9 a.m.
Swatow	Hydrangea	Mon., June 29, 8 p.m.
Amoy	Sui Sang	Mon., June 29, 8 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via Vancouver B.C., and *Europe via Siberia	Heian Maru	Tues., June 30, 1 p.m.
	Registration	2.00 p.m.
	Letters	2.00 p.m.
	(Due Vancouver B.C., 20th July)	
Holhow and Bangkok	Kwelyang	Tues., June 30, 10 a.m.
Japan and *S. American Ports	Ginyo Maru	Tues., June 30, 10.30 a.m.
Straits and Calcutta	Talma	Tues., June 30, 11 p.m.
	Parcels	Noon.
	Letters	1 p.m.
Swatow, Amoy and Foochow	Halching	Tues., June 30, 1 p.m.
Swatow	Kwong Sang	Wed., July 1, 8.30 a.m.
Sandakan	Hin Sang	Wed., July 1, 9 a.m.
Straits	Cremer	Thurs., July 2, 10.30 a.m.
Swatow, Amoy and Foochow	Hal Ning	Fri., July 2, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kashgar	Sat., July 4, 1 p.m.
	K. P. O.	
	Registration	July 3, 4.30 p.m.
	Letters	July 4, 10 a.m.
	G. P. O.	
	Registration	July 3, 5 p.m.
	Letters	July 4, 9.45 a.m.
	(Due Marseilles 2nd August)	
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, *Egypt and *Europe via Marseilles	Athos II	Tues., July 7, 1 p.m.
	K. P. O.	
	Registration	July 4, 1.15 p.m.
	Letters	July 4, 1.15 p.m.
	G. P. O.	
	Registration	July 4, 1.45 p.m.
	Letters	July 4, 2.30 p.m.
	(Due Marseilles 2nd August)	

*Superior Correspondence only.

Choicest Silk Woven Pictures

Picture Frames Ready Made or Made to Order

Depicting Scenes of West Lake (Hangchow) Peiping Shanghai and other places of China

Profusely stocked for your selection at

THE SINCERE CO., LTD.

Picture Department—First Floor.

SALESMAN SAM

By Small



SPECIAL REMNANT SALE

AT

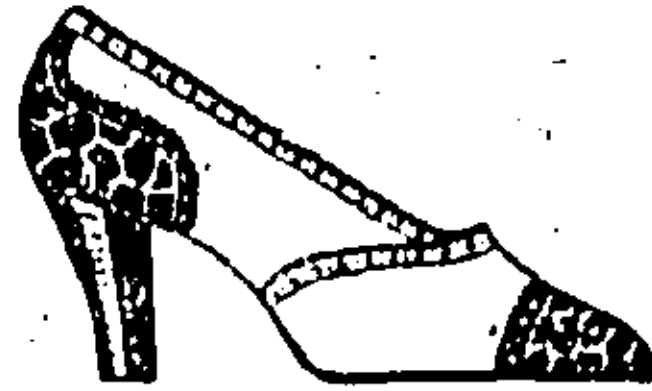
WHITEAWAYS

ON

Monday & Tuesday June, 29th & 30th.

HUNDREDS of BARGAINS.

The answer to every demand made by the woman of fashion for the latest Footwear



in any season
—is quickly
and satisfactorily
made by—

GORDON'S
LTD.

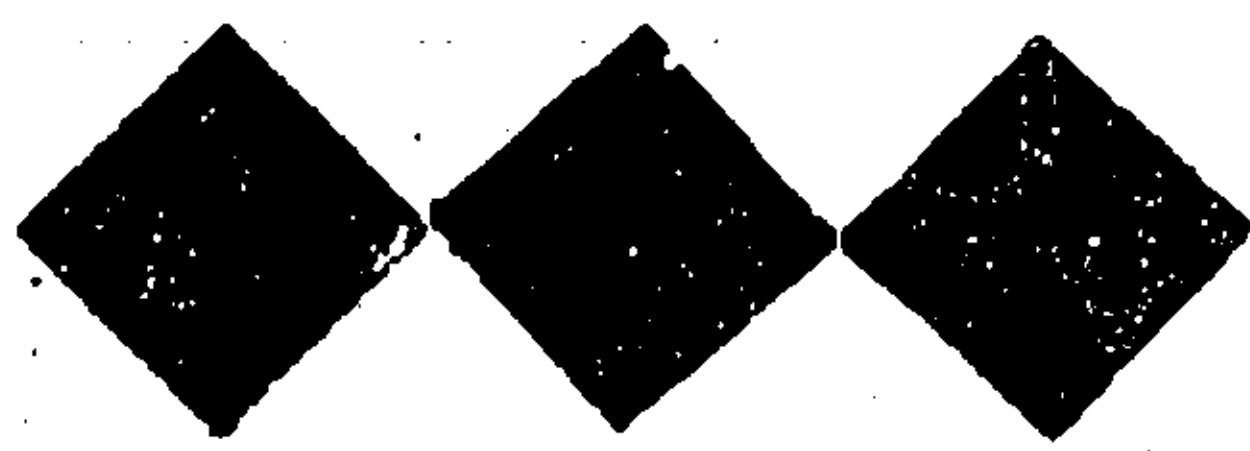
Organdie,

Crisp, cool
and delightful
Organdie has been used for a charming collection of afternoon and semi-evening frocks just imported by FELIX.

FELIX
York Building, Chater Road.

The finishing touch
to a
good dinner

FINDLATER'S
TREBLE DIAMOND PORT



Sole Agents:—GILMAN & Co., Ltd., Hongkong.

A.P.B. 17.

E. A. VON KOBZA-NAGY, B.A.

ART PHOTOGRAPHY.
Paintings from the Life.
Paintings Restored.
Appointments arranged by
KOMOR & KOMOR.

WOMEN'S WORLD

FOR OUR LADY READERS.

Dainty Lingerie for the Summer Bride.



[By Joan Savoy.]

The season's preference for dainty pink and blue is reflected in the dazzling array of summer lingerie shown for the bride.

Just what you want to sleep in is a personal matter. Pyjamas or nightgowns, it makes no difference. You must be daintily clad if you have any aspirations to looking smart this summer.

The sheerest materials are used, everything has a touch of hand-work or lace on it, and the way new things fit is something to marvel at. Cool, disabulous and enticing are the new night-clothes.

The two-piece pyjama seems to be a favourite with many women this summer. If you are looking for about the daintiest set out—particularly if you are a bride and don't mind getting something unusual—there is an enchanting set of fitted trousers and tuck-in blouse in pink nixon with exquisite decoration in the form of gogging done with strips of darker pink and green. There are tiny embroidered flowers in the darker pink and the green, scattered all over the beautifully cut blouse and around the cuff of the trousers.

These trousers have a little yoke of the hand-embroidery also, which makes the pyjamas look like a one-piece variety.

If you are just an old-fashioned girl who must have nightgowns, you can be as beautiful as you have a mind to be, so wide a variety of unusual things are shown.

One of the loveliest I have seen is of dainty pale blue creep a trifle less sheer than georgette, trimmed with real Alencon. Two things fascinate you about this gown. It has unusual sleeves, formed of little winged strips that run from the waist up over the top of the arm and down into the wrist again. And a quaint little ruffle around the entire bottom. There is a narrow braided belt of the material which ties on the side.

BEAUTY HINTS.

[By Alicia Hart.]

Daintiness might be said to come next to godliness, in the long run of things.

Everybody can't be a raving beauty. Nor can everybody be chic as a Parisian. But, daintiness is one attribute that can be acquired and capitalized. Even if you're a six-foot lady, you can develop a certain fastidiousness that is dainty.

Daintiness rests first of all on cleanliness. You can't be remembered as a pleasingly dainty person unless you are scrupulously clean.

This matter of personal cleanliness is hauled out in the open by many advertisements to-day. Personally, I welcome these because I think too many women overlook the necessity of meticulous day-in-and-day-out care.

By care I mean actual soap and water bathing. You may take a cold shower every morning and still not be absolutely clean. Most of us need that good old hot tub with plenty of scrubbing and soaking and rinsing. The body exudes waste through pores. The only way to eliminate all of this

is to help the body out by scrubbing it off.

Few women exist who do not need to use some deodorant. With summer and perspiration to the fore, why not shave under the arms, to begin with and then use a deodorant also? It is a double precaution. And well worth the taking!

When it comes to scrubbing, you should have either a sponge bath mitt, a long-handled bath brush, a good, harsh wash rag or some contrivance to aid and abet your cleanliness drive.

Next, use a good soap, not necessarily a nice smelling one, but one that makes good suds and does the business of separating dirt from you. Then take a good rinse when you finish tubbing.

In addition to this nightly scrub, it won't hurt you to sponge your neck and under your arms when you do your mid-day wash-up. At least you can use your deodorant if you have perspired freely.

Dusting yourself over with a good talcum not only sets you up after a bath. If you use the right kind of powder it too acts as a deodorant. Using a little cologne under your arms is an excellent precaution also.

FRUIT CANDIES.

Cocoanut Burrs.

Stone sufficient dates to fill one tea cup. Add the stoned dates to one cupful of figs and put them all through the mincer. See that your hands are perfectly clean, moisten them with cold water and knead the mixture to a uniform mass. Shape into small acorn or burr shapes. Toast sufficient cocoanut a golden brown in the oven, then roll each acorn or burr in it, until well coated.

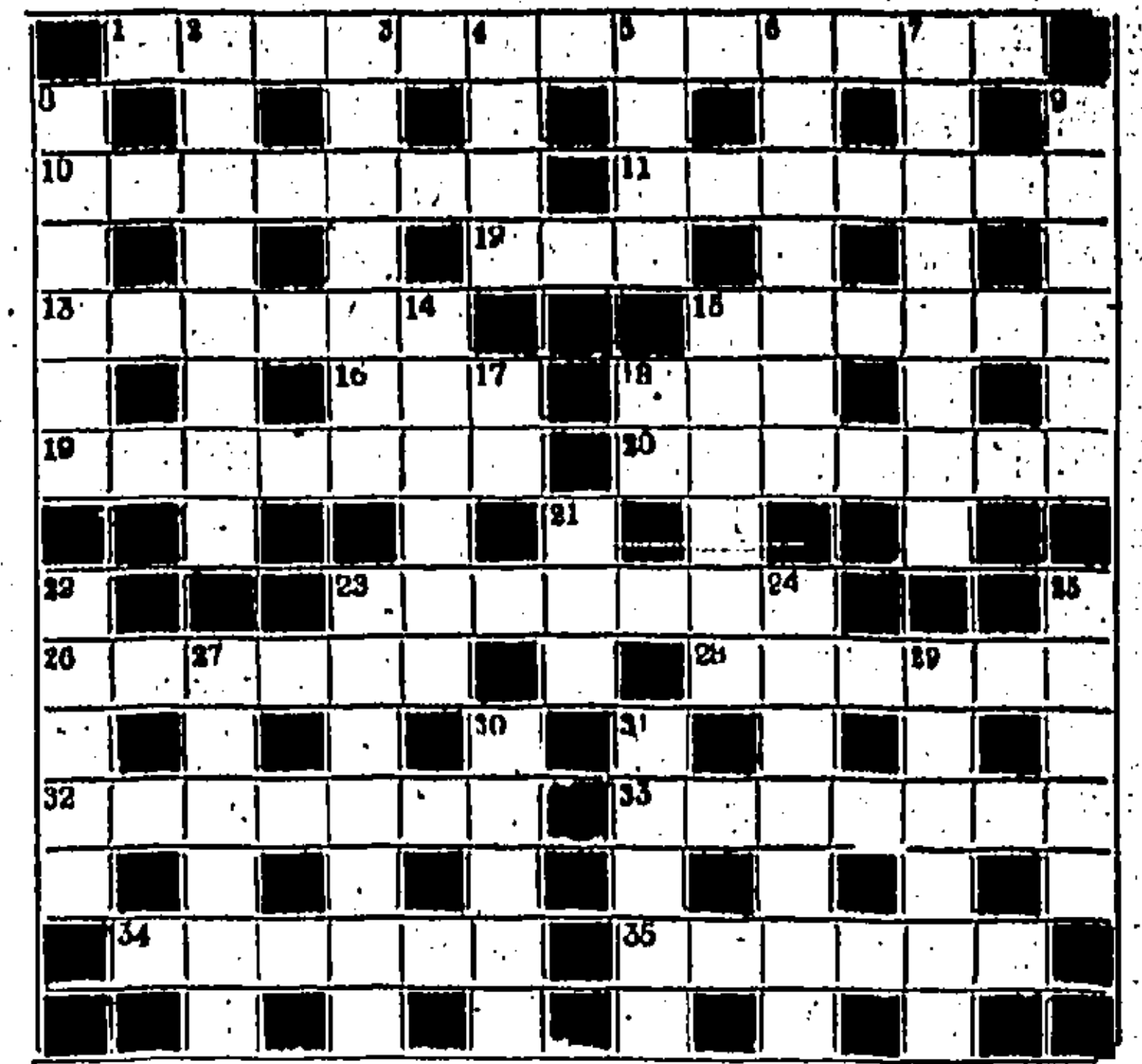
Delicious Tilt-Bits.

Beat the whites of four eggs until stiff, but not too dry. Add one cup of sugar, one teaspoonful almond flavouring, and one teaspoonful of moist cocoanut. Mix thoroughly. Drop by small spoonfuls on an ungreased brown paper. Decorate the tops with small pieces of crystallized fruit. Bake in a very slow oven for 45 minutes.

FOR THE SCHOOLROOM.

The newest child's pencil boxes are made in a flat oblong shape, of polished wood, and will hold a large number of pencils or pens. A pair of raised figures or animals painted in bright colours adorn the top of each box.

OUR BRITISH CROSSWORDS.

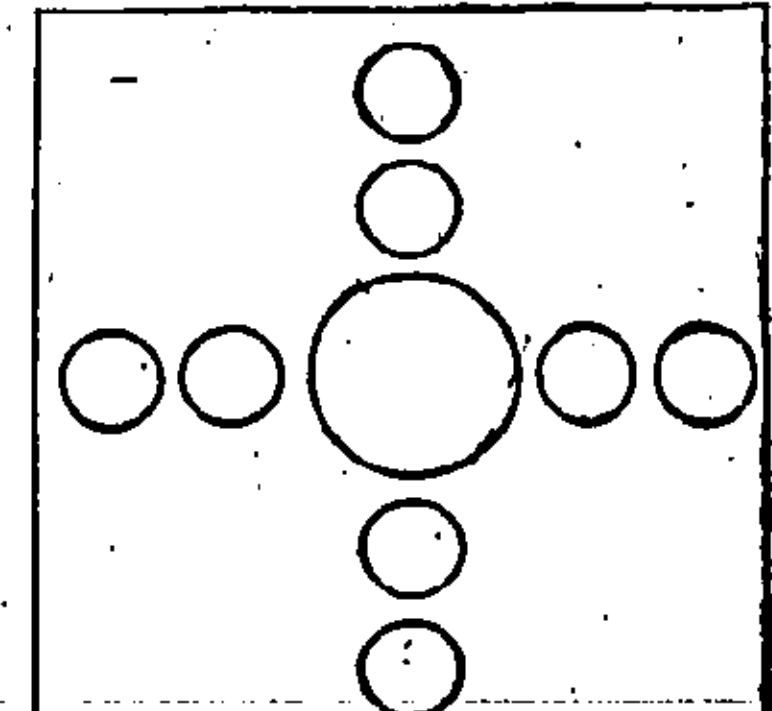


- Across
- Flies in your hair, and thus will "gladden sly dog" (anag.).
 - Character in "The Merchant of Venice."
 - Had they ever climbed it Adam would have gasped this to her, doubtless.
 - Deceive a child.
 - A king of England who tried to anticipate Britannia.
 - Rivets" (anag.).
 - It is necessary to go, wrong here.
 - In Macedonia.
 - This fast goes amid half-way.
 - Bull in the air.
 - The voter does it individually, with or without its head.
 - Herein you're in anger; but in danger if you add an article.
 - A cry which might well come from Mr. Jorrocks.
 - Carose a bird and get a model.
 - Pace and hit high and it comes down a Russian.
 - No gravel but a lot of stones in this garden in London.
 - Possibly from crest to chine.
- Down
- Power of self-government.
 - Indicated—not in a document.
 - "The £12—" (Barrie).
 - "Would any sane editor provide no type-writers?" (hidden).
 - Character in Hamlet.
 - You'd naturally expect monkey-tricks in this style of fighting.
 - Soldier.
 - A famous city of the olden time.
 - Used freely by the solver.
 - Hardly sufficient, but full of hypocrisy.
 - Our first line.
 - A little account.
 - Hidden in 6 down.
 - Opportunity.
 - Quite a number even packed in an enclosure.
 - If you took away this wise man's Order of Merit, you'd find an equally famous man of 9 down.
 - A great Belgian violinist.
 - E.g., Robin Hood.
 - No long way from Tipperary, and lots of money in it.
 - Rather idiotic.
 - Is this always in a florist's this?

Yesterday's Solution

A C INPUT G S
FREAK OF HAUNTS
JEN LUBERSA
CORNEA TROUSERS
S LION A LEE
MORBI D ATTITUDE
I T A E Y A N
MALLARD CONVICT
I C S C O T E
CLAPTRAP COOKER
A L U A M I A N
REMEMBER DOTAGE
N A B I F I U
T I S B U E N N O O D L E
L E F T R I G H T N E

STICKERS



Using the even numbers from 2 to 20, inclusive, can you place two of the numbers in the center circle and one in each of the other circles, in such a way that the horizontal string of five circles and the vertical string of five circles will each add to 66?

THE ATLANTIC FLIERS.

POST AND GATTY MAKE GOOD PROGRESS.

Omsk, June 26.
A warm welcome awaits Post and Gatty here. They left Moscow for this place at 5 a.m., and are expected at 8 p.m. (local time). After this they will fly to Irkutsk, Chita, Kharbarovsk and Spask, where they will refuel the last time for their trans-Pacific hop.—*Reuter.*

Moscow, June 26.
Post and Gatty passed over Kazan at 7.50 a.m.—*Reuter.*

Yesterday's Solution

START HERE
T O A R
C O N I
G E A N
The diagram shows how you can start at the letter O and go to CT-OGE-N-A-R-I-A-N, thus spelling the word octogenarian.

Omsk, Inter.
Post and Gatty passed over Omsk at 2.05 p.m., Moscow time, without landing.—*Reuter.*
Novosibirsk, June 26.
Gatty and Post made a fine landing here at 6.32 p.m., mid-Siberia time. They will be proceeding on their journey at 5 a.m. to-morrow.—*Reuter.*

Danish Airmen Arrive.

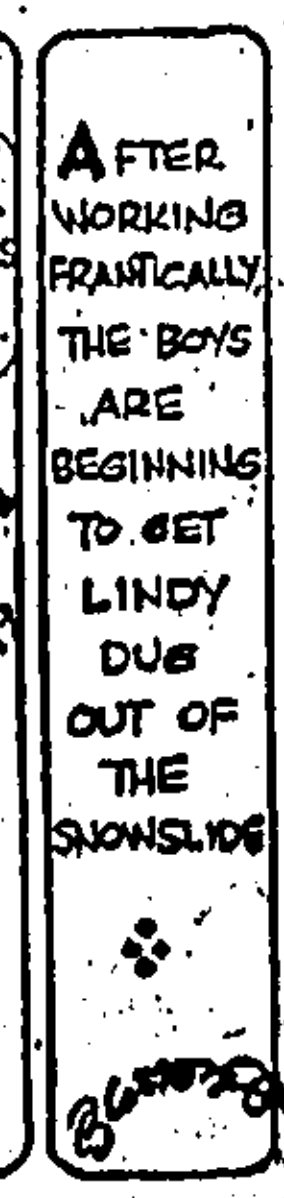
Copenhagen, June 26.
The airmen Holiris and Hillig arrived here from Bremen at 2.10 p.m. and were greeted frantically by cheering crowds; who all the morning had been converging on Kastrup aerodrome in every type of conveyance, until the precincts were congested into a solid mass of humanity.—*Reuter.*

Among the passengers leaving for the North to-day by the a.s. Antenor is H. E. Major-General J. V. Sandilands, C.B., C.M.G., D.S.O. He is accompanied by a number of staff officers.

FRECKLES AND HIS FRIENDS



The Search!



NEW DISPLAY

of
A Large Assortment
of
BATHING CAPS
and
SHOES

THE PHARMACY
Asiatic Building, Tel. 20345

WATSON'S

DELICIOUS

LEMON SQUASH

Made from real Californian lemons, pure cane sugar and the purest of pure sparkling water.



"THE PERFECT SUMMER BEVERAGE"

A. S. Watson & Co., Ltd.

Aerated Water Manufacturers.

MOUTRIE ORGANS

(Known from Yunnan to North Manchuria).

Moutrie Organs are justly renowned for their purity of tone—extremely handsome design—and ability to give satisfactory service under any climatic conditions.

Eight models for you to select from.

MOUTRIE & CO., LTD.

Chater Road.

25% Discount SPECIAL HAT WEEK

off all hats for
one week only.

Lane, Crawford, Ltd.

Ladies' Dept.

Tel. 28151.

WATCH THIS. AD.
DAILY FOR GOOD
AUTO VALUE

CHEVROLET 1½-TON 6-cyl. NEW 1931 MODEL 26.33 h.p. Truck Chassis 181" W. B. 30 x 5 Tires Front 32 x 6 H. D. Tires Rear with Spare etc.

PRICE \$2,800.

CHEVROLET 1½-TON DUMP TRUCK WITHOUT CAB-NEW 1930 Model 6-cyl. 26.33 h.p. 131" Wheelbase

PRICE \$2,750.

CHEVROLET ¼-TON EXPRESS TRUCK with Body and Cab complete 4-cyl. 26.33 h.p. 109" Wheelbase, 1929 Model under 23,000 Miles in Good Condition.

PRICE \$950.

CHEVROLET SPORTS ROADSTER NEW 1931 MODEL WITH 6 WIRE WHEELS & WELL FENDERS FULLY EQUIPPED

PRICE \$3,160.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGETHE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and Stubbs Road.

The
Hongkong Telegraph

SATURDAY, JUNE 27, 1931.

A FINAL APPEAL.

We should like to-day to make a strong appeal to the community for a concentrated effort during the coming week in order that the Navy League Posidon Disaster Fund may be brought up to the \$50,000 mark. At the time of writing, a further \$10,000 is needed to ensure this total being reached. The other day, we referred to the friendly rivalry between Hongkong and Shanghai in this very worthy cause. Since then, the Shanghai Fund has closed at the magnificent total of \$77,000. It must, of course, be borne in mind that Shanghai has a much bigger population to draw from than Hongkong, for which reason we do not expect the total here to reach the dimensions of the Fund in the Northern port. That the two totals can be brought much nearer than at present, however, we are convinced, provided a real effort is made. As the Hongkong Fund closes next Saturday, there remains a further week in which to make a big final effort.

The generosity of those firms and individuals who have so far contributed is deeply appreciated, but there must still be many people who have not helped the Fund. The majority of these, we are sure, are in full sympathy with the cause; most likely, their inaction is explained by forgetfulness or procrastination. This reminder may help to jog their memories. All, of course, cannot give in the same ratio, since some are more freely blessed with this world's goods than others; but we would stress the point that the smallest contributions are welcome; every little bit helps in a cause like this. The point to be remembered is that in contributing to the Fund we are not only smoothing out the path of life to those who have been bereft of bread-winners, but we are also paying tribute to the Royal Navy and acknowledging our indebtedness to its personnel. Hongkong, as the headquarters of the China Station, has a very vital concern in this tragedy which occurred recently in the North, resulting in the death of no fewer than twenty gallant

bluejackets. For this reason, and because of the opportunity now provided to pay in a practical manner our respect to the memory of these brave men, we want to see as large a sum as possible sent home to the sorrowing dependents. As we have previously stated, the money raised will be laid out to the very best advantage, thanks to the organizations with which the Navy League is in touch and which carefully study each individual case when allotting the grants. The men of the Navy are justly proud of these fine organizations, which, from their own funds and from monies contributed by sympathizers, are enabled to supplement the somewhat slender pensions which are granted to dependents of those who lose their lives in such disasters as that which unhappily befell the Posidon.

There is yet a further reason why every effort should be strained to make Hongkong's contribution as large as possible, namely, the dollar exchange factor. The drop in silver means cutting the sterling value of the Fund practically in half, compared with pre-slump days, a most regrettable consequence which unfortunately cannot be helped. From every standpoint, therefore, there is a call to Hongkong to demonstrate its liberality in such a worthy cause. No worthier appeal has ever been addressed to the community. Let those who have, for one reason or another, not yet responded, come forward and help in raising the extra \$10,000. Start the week on Monday by sending a donation either to the Fund Treasurer or any of the newspapers!

America Missing Forces.

The sudden departure for Europe to-day of Mr. H. L. Stimson, with Mr. Andrew Mellon already in the thick of affairs connected with the moratorium proposals, is an earnest of the importance attached by President Hoover to an unreserved acceptance of his offer. So great is the anxiety caused in Washington by the possible results of France's attitude on the unconditional reparations issue that Mr. Mellon's mission in Paris has been given the dignity of official status, that stronger pressure may be brought to bear. The prospects are good. Except in Belgium and France, and Brussels looks to Paris for guidance, the offer has been wholeheartedly endorsed by every country concerned, and the belief that the moratorium would serve to stimulate business activity is already being justified. It is impossible to believe that France will continue to jib, even slightly, against world opinion. It must be obvious, even in Paris, that but for President Hoover's timely anticipation—furnishing a great test of courage in view of the traditional attitude of America towards war debts and reparations—Germany would have shortly demanded a moratorium. The effect of such a demand would have been precisely opposite to that which followed President Hoover's generous offer. Blacker depression would have struck industry, international confidence would have been shaken, and the work of economic recovery would have been retarded. A wholesale withdrawal of foreign short term capital now employed by Germany would inevitably have been withdrawn. France could not have escaped the repercussions. She should be thankful and should try to be generous, though we do not suggest that there is anything but sound reasoning behind her counter-proposal. But it is the spirit of the proposal which counts so largely in the value of the moratorium, its psychological effect throughout the world, and in this spirit, we feel sure, France will come to see eye to eye with Washington and London.

It is notified for the information of owners and occupiers of tenements that, under the provisions of the Rating Ordinance, rates for the third quarter of 1931, are payable in advance on or before the 31st July.

It is notified that at the expiration of three months the Asiatic Trading Company (1925), Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

DAY BY DAY

LAW AND INSTITUTIONS ARE CONSTANTLY TENDING TO GRAVITATE. LIKE CLOCKS, THEY MUST BE OCCASIONALLY CLEANED AND WOUND UP, AND SET TO THE TRUE TIME.
H. W. Beecher.

The opening rate of the dollar this morning was 1s. 0.3/8d.

The fee for a game licence under the Wild Birds Ordinance has been raised from \$10 to \$25.

At Tuesday's tiffin of the Rotary Club, Mr. B. Wille will speak on "East, West: Home's Best."

It is notified that the name of Wing Hing China-Ware Company, Limited, has been struck off the Register.

The American community will be holding a reception at the American Club in celebration of July Fourth, from 11 a.m. to 12.30 p.m.

The well-known firm of N. Lazarus, the Colony's only European Opticians, will be removing from Queen's Road to the South Arcade of Gloucester Building on July 1st.

The King's Exequatur empowering Mr. Donald Dixon Edgar to act as a Vice-Consul for the United States of America in Hongkong has received His Majesty's signature.

A sum of \$100, part proceeds of the raffle of motor-car No. 2130, has been donated to the Navy League Posidon Fund. The draw for the car will take place on July 6th.

The names of Mrs. A. H. Rumlund and Mrs. Gray were inadvertently omitted from the list of lady flag sellers supplied to the St. John Ambulance Brigade flag day. These ladies very kindly catered for the requirements of the central district and Kowloon Dock respectively.

TESTS FOR CIVIL
SERVANTS.QUESTIONS WITH POLITICAL
FLAVOUR.

A correspondent draws attention to questions with a decided political flavour in recent Civil Service Examination papers, although the Civil Service is supposed to have no politics.

The questions of which he more particularly complains occur in papers set at a recent examination for a certain clerical grade in the Income Tax Department.

One question in the "General Knowledge" test is as follows: "What do you understand by dumping?" Is the prevention of dumping desirable and practicable? Another question in the "English" paper, is: "What is to be said for and against the existence of a wealthy and leisured class in a community?"

Our correspondent wonders whether the views expressed would have any bearing when marks were allotted. It would seem obvious that comments on "dumping" in answer to a general knowledge question must be taken into consideration in awarding marks.

It is generally assumed that the answer to any question in an English paper is judged purely on its merits, without regard being paid to the views expressed, but if this is so, it may fairly be argued that a question without political significance would better serve the purpose.

Can You Believe Your
Eyes?

By Robert Benchley.

It is pretty generally agreed by now that Seeing is not Believing.

Along with those exploded saws (watch out for exploding saws!) that Old Friends Are Best and the Longest Way Round is the Shortest Way Home (I could kill the fool who made that one up—it cost me sixteen and ninepence in taxi-fare ones), the old dictum about seeing and believing has been shown to be just another flash in the pan.

In fact, according to scientists, if your eyes tell you that a thing is so, it is a very good reason for believing the opposite. This will eventually make for a lot of trouble in the world.

However, all you have to do is to read the papers to see what little monkeys your eyes really are. Even the advertisements are getting into the game of confusing us with pictures showing large arrows and small arrows with captions like: "Which is the larger of these two arrows?"

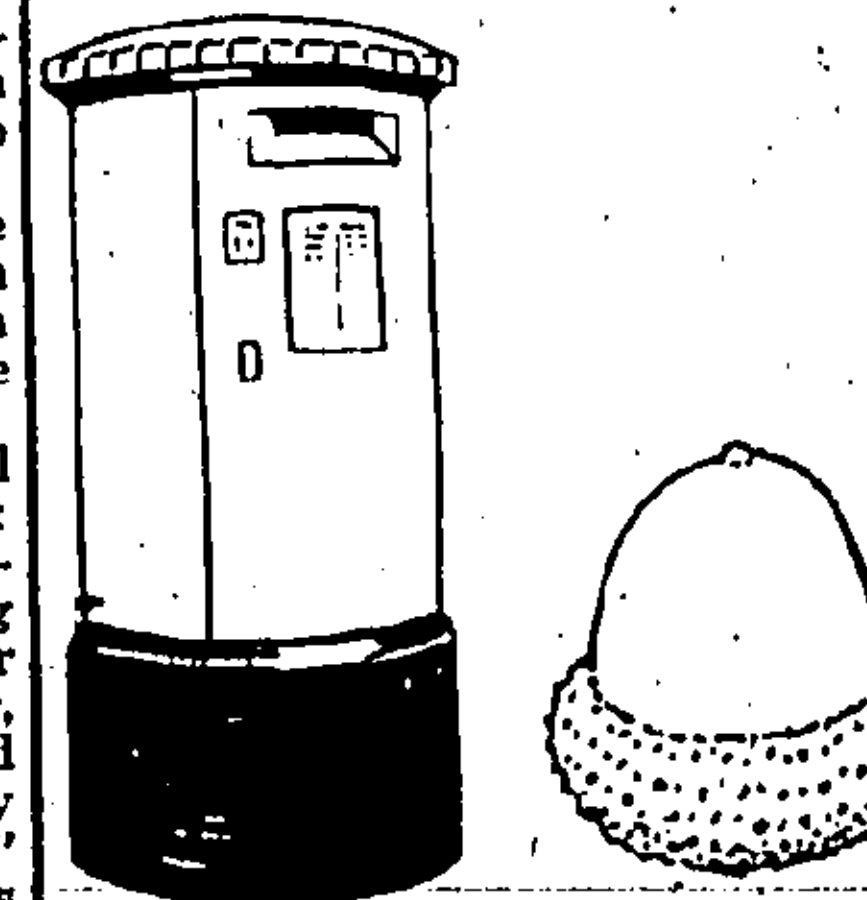
I Have Had Enough of It.

Of course, it is perfectly obvious which is the larger, but when you come to measure them you find that, through some trickery, they are both the same size. I will put up with just so much of this sort of thing, and then I will stop measuring.

This unreliability on the part of visual images is only one part of Nature's way of making saps out of us, her children. You may see two girls at a party, or two wire-haired fox-terriers in a dog-shop window, and you say, pointing deliberately to one, "The one on the right is the one for me. I can tell just by looking that this is what I have been searching for all my life."

If you want to know what this leads to all you have to do is read the divorce notices or the list of wire-haired fox-terriers for sale "cheap."

For example, take Figure One of the accompanying illustrations. Which of these acorns would you say was the taller? (One is a



pillar box, but you are not supposed to know that. You would naturally say that the acorn on the left was at least twice as tall as the one on the right. Taller and handsomer.

Well, you would be right. But, when you see two objects like these in an eye test, you think: "There is a trick here! I am supposed to say that the one on the left is taller, so it can't be. I will say the one on the right, much against my better judgment." And so you lose three guineas.



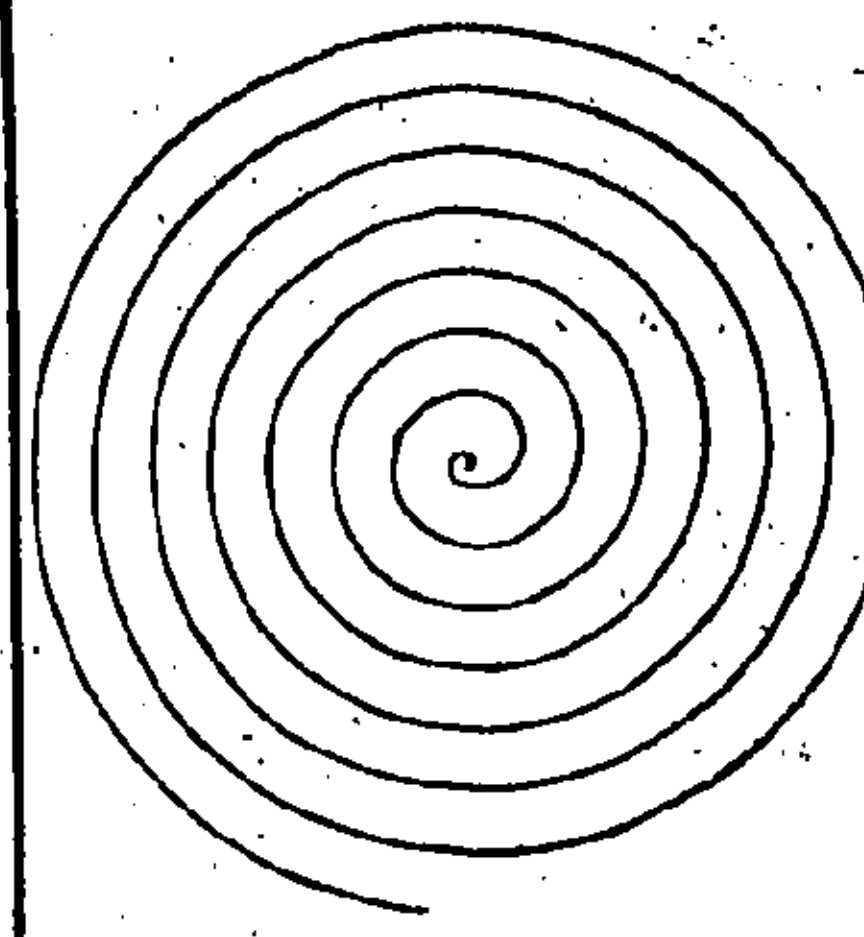
"Isn't she from an old aristocratic family?"
"Yes, but she seems real nice."

In Fig. 2 we have another common form of self-deception. If you will take this picture and rotate it slowly in front of your eyes, you will soon be dizzy enough to be quite ill.

(In order to rotate the circles it will be necessary for you to buy another copy of this paper and cut out the diagram with a pair of scissors. If you try rotating the whole paper, you will find, not only that you will get tired quickly, but that you will be unable to read the type matter. And as in the type matter are contained the directions for stopping the rotary movement, you may go on twirling the paper for hours without knowing what to do next.)

What Actually Happens.

But, after you have rotated the concentric circles for some time, you will find yourself believing that the thing is actually turning



itself! After a while you will think that you are on a bicycle. If you keep the thing up much longer you will swoon.

Thus we see that our eyes play their pranks as well as our other senses and that the best thing to do with them is to keep them shut entirely.

There is a well-known case of optical illusion recorded in the files of the British War Office at the Old Vic. It seems that during the Crimean War a detachment of British troops was isolated in a lonely village in a clump of trees. (The natives were tree-dwellers, silly as it may seem.)

They had nothing to do but drink a sort of mixture of heartsease (absinthe) and worm-wood (absinthe) which the local doctor put up for people who would rather have been dead. Thus the days wore on.

One night, when three subalterns were sitting under a fire and sipping at this strange mixture (no longer strange to them, however, more like a mother) one, Villiers, turned to his companions and said:

"Don't look now, boys, but there go the Devonshire Reds, all but O'Day." (The Devonshire Reds was a regiment which was stationed in Ottawa at the time, and O'Day was the only man in the regiment whom Villiers knew.)

"I rather doubt if the Devonshire Reds are over here on the Crimea at this moment," said Athos, one of the three, "but I see what you mean. It is a body of moving figures going quickly, in a left to right, but it is my guess that they are penguins. See—see—there is a penguin now—leading the band!"

The third member of the party, a Lieutenant Merley, who had said nothing until this time, still said nothing. It was later discovered that his mouth had, in some unaccountable way, sunk into his cartridge-belt, making it impossible for him to talk. Furthermore, he didn't care.

But the two who had seen the passing regiment (of either Devonshire Reds or penguins) argued far into the night over the phantom marchers, finally deciding that they had been really nothing but a crowd of rather ungainly sheep, walking on their hind legs. In the morning, however, it was found that as far as the sentries knew, nobody had passed through the camp at all!

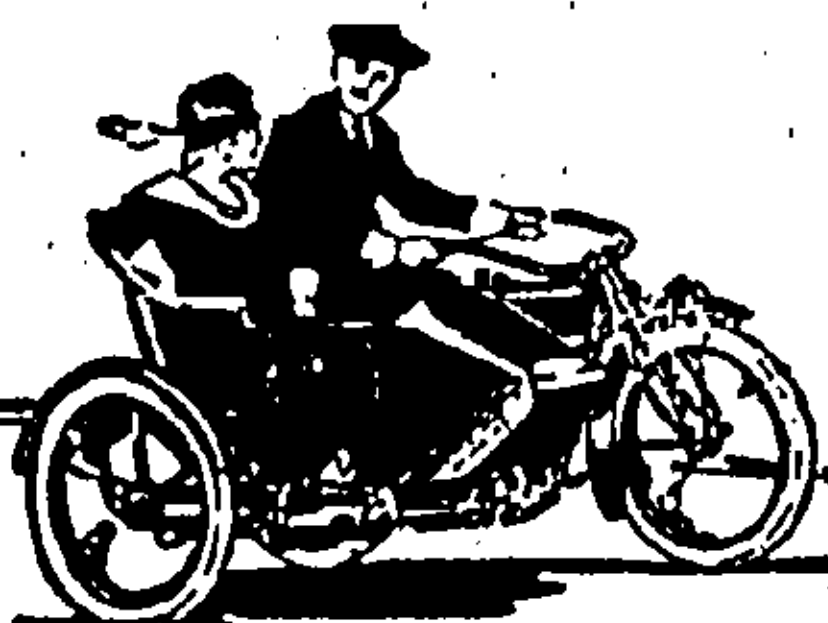
This, one of the most famous examples of optical illusion, is only one item in the testimony to back up the contention that we cannot believe our eyes.

And if we cannot believe our eyes, what can we believe? The whole thing becomes frightening, once you start to think of it. So don't think of it.

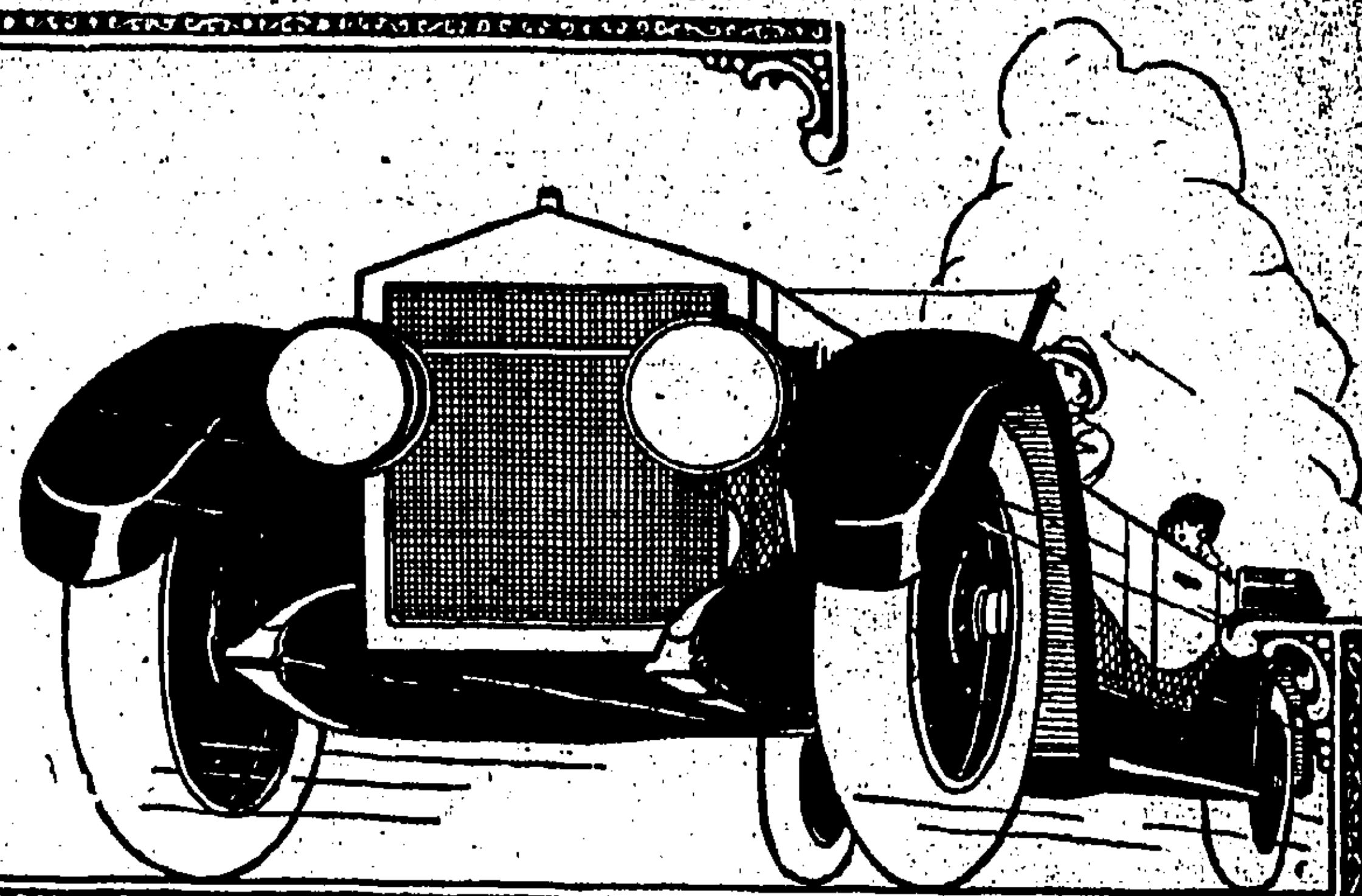
Regulations under the Merchant Shipping Ordinance are contained in the Gazette. These include amendments of the rules regarding examinations for those wishing to procure colonial certificates of competency as motor engineers in the Mercantile Marine.

The names of Dr. Lam Shu-wah and Dr. Kho Khoo-kien have been added to the list of medical practitioners. Both are Bachelors of Medicine and Surgeons of the Hongkong University.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, JUNE. 27th, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



K.L.G. THE SUPER-PLUG

For CHEVROLET
use type
"G. 4." at \$3.00 each.
Obtainable from all Dealers
Sole Agents:—

The
Hongkong Motor
Accessory Co.
Bank of Canton
Building 1st Floor.
Kowloon
Branch:—
475, Nathan
Road.
(Next to Yau-mat
School).

FOR
ALL
CLASSES
OF

MOTOR Insurance

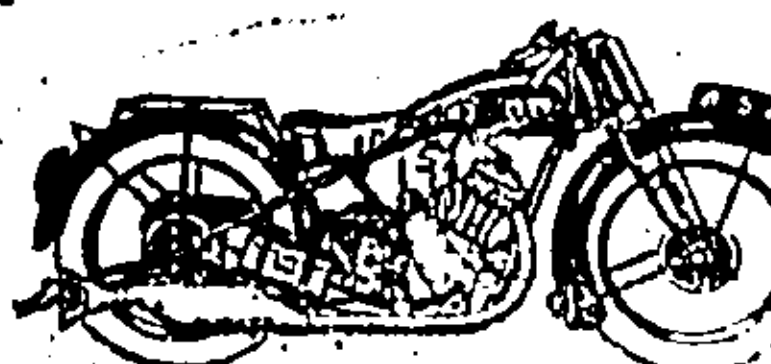
WRITE
FOR
OUR
PROSPECTUS

China Underwriters
Ltd.

HEAD OFFICE
Hongkong Bank Building,
4a Des Voeux Road Central.
Tel. 28121.

B.S.A.

FOR BEST



VALUE

Many 1931 Models
IN STOCK.

Hire-purchase Arranged.

APPLY TO THE AGENTS

SINCERE'S

CURRENT COMMENT

American Austins.

The first shipment of the American Bantam Austins has been received by Messrs. Gilman & Co., Ltd., and already these excellent little machines are creating much local interest. Like its British cousin, this baby vehicle is an ideal car to run around in.

Outboard Motoring.

It is rather surprising that outboard motoring is not more popular in Hongkong, for as a sport, it is both exhilarating and inexpensive. We understand that Mr. Gascon, of the Gascon Motor Company, is undertaking the run to Macao in a small boat equipped with an outboard motor to-morrow, providing the weather is satisfactory. Naturally, these small boats are not suitable in rough weather, but during the year, there are many days when an enjoyable run might be made in this locality.

Against Traffic.

It is noticed that rickshaws frequently travel along Pedder Street against the stream of traffic, and we think that stern steps should be taken to stop the practice. It would not be unfair to penalise the passenger, especially when the ricksha happens to be private property, obviously pulled according to the instructions of the owner.

A LEGAL POINT.

Owner Held Responsible.

The owner of a motor car may not escape liability on the plea that his chauffeur or driver, at the time he injured another, was not engaged in the employer's business and was disobeying his instructions, according to a decision recently rendered by the United States District Court of Appeals, affirming the verdict of a lower court. The American Motorists Association, calling attention to this decision, says it establishes "a new measure of responsibility for owners of automobiles."

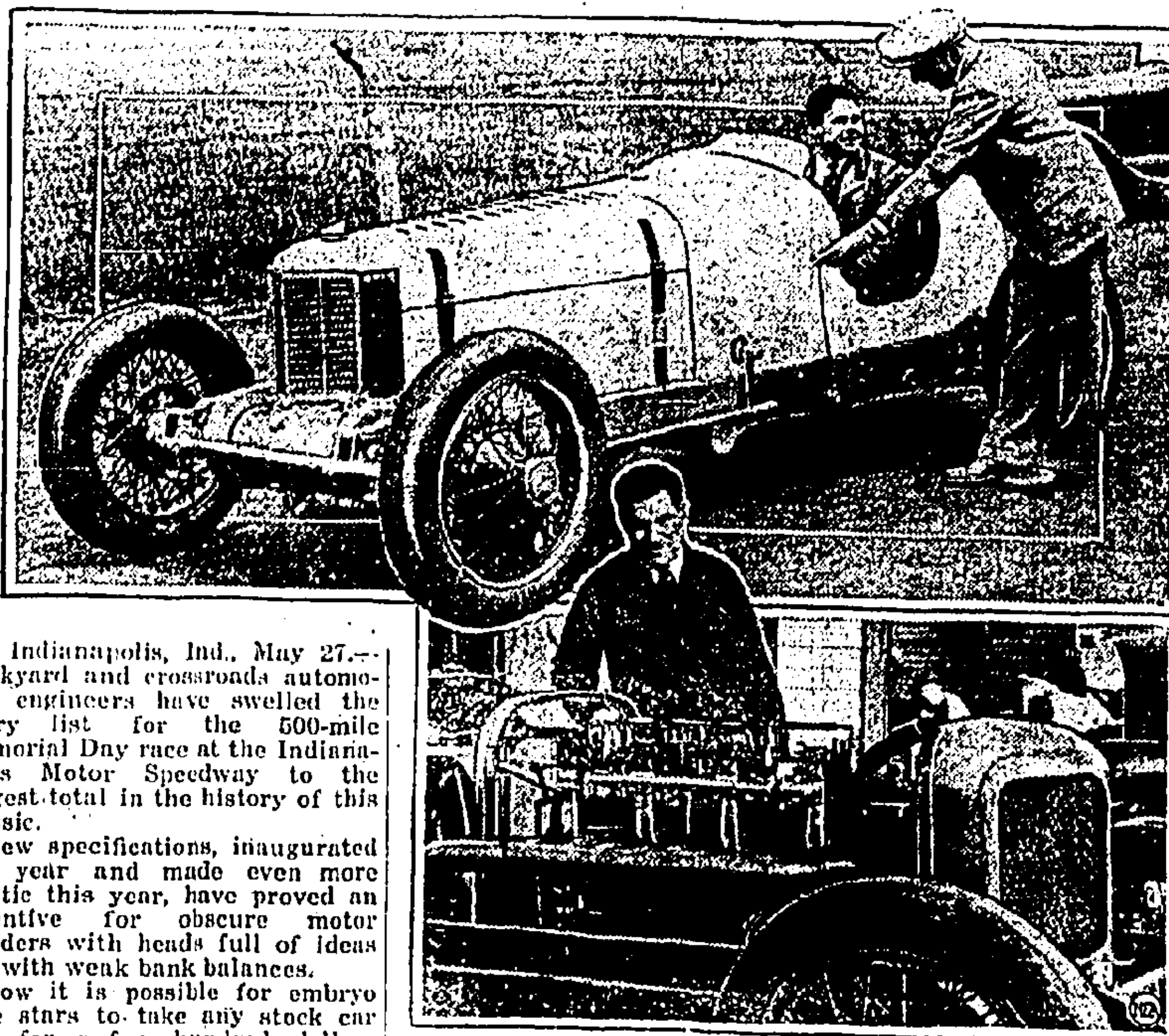
The defence in the case was based on the fact that the chauffeur, at the time of the accident, was driving a woman friend to dinner and was not only not engaged in his employer's business, but was using the car contrary to instructions. The court, however, held the employer liable.

FUTURE SPEED.

Sir Malcolm Campbell's View.

If Sir Malcolm Campbell could maintain his record speed on, say, a run between New York and Boston, he would drive the distance of 230-odd miles in less than an hour. Those who, in ordinary cars, under prevailing traffic and highway conditions, spend from seven to ten hours making this trip may wish that the thing could be done. Yet Sir Malcolm Campbell doesn't think he has come near the ultimate limit of motor car speed. He and others qualified to judge believe that 300 miles an hour will be attained within the near future. There are even those who predict that this rate will become the record this year or, at the latest, in 1932. Yet when Mr. Vanderbilt went 92 miles an hour twenty-seven years ago people thought the day of dizzy travel had arrived. All of which only goes to show that things do move, including automobiles.

HOME-MADE RACING CAR.



Both these cars, in the money last year, are to be driven again by their original drivers in the 500-mile race at Indianapolis on May 30. At top is Billy Arnold in the Miller-Hartz Special with which he won first place in 1930. Harry Hartz is shown beside him. Below is Russell Snowberger preparing his own home-made car for the same event.

In all he won approximately \$10,000 in prize money.

"The only expense there was on my motor the entire racing season after I left Indianapolis was \$125 for a cylinder head gasket," says Snowberger. "It really was a successful racing season for me."

"Now I have my car at Indianapolis ready for the race next month. It's all ready to run and it's about six miles an hour faster than it was last year due principally to the fact that I can use a carburetor for every two cylinders instead of one carburetor for each four cylinders as in last year's specifications."

Winner Cost \$25,000.

"You have to give these motors gasoline to drink if you want them to drive the cars faster," he declared.

Billy Arnold's victory car last year cost approximately \$25,000 as it flew away from its pole position at the start of the race. It

was an eight-cylinder, front wheel drive Miller-Hartz Special. Harry Miller originally built the car, but many innovations were put in working order by Hartz, himself a former racing star and rated as one of the finest mechanics in racing.

"It was money in the bank for us to have that much money tied up in that car," laughs Arnold. "We won nearly \$50,000 with it the first race and approximately a like sum in following events during the season. Yes, sir, that baby paid dividends."

"Then we have it again this year. And I don't think there will be many boys throwing rubber in my face as I flash around the track in it this year. Maybe they will. But I'll certainly be surprised if they do."

But Snowberger had more fun and amusement with his own home-made money-maker than almost anybody in the race last year.

AIR TRAVEL.

Speeding Up World Communication.

GREAT UTILITY.

Not a little of the extraordinary speeding up of transportation which the airlines have meant to South America has been revealed by a series of dispatches in New York Times covering the inspection flight of Pan-American Airways' 22,000 miles system. In a two-hour flight from Camocima to Fortaleza, a week of travel by any other existing means of transport is saved. The inspection party is finding enthusiastic welcome all along its route, as South Americans are evidently alive to the immense help which wings will bring to their commerce and industry. Far on the other side of the globe other wings are extending new shadows along the Cape-to-Cairo route, making the trip down the backbone of Africa a matter of short days rather than long weeks. Air transport is thus manifesting its utility in two specially adapted terrains.

CHARACTERISTICS OF FIAT.

Smooth Engine Running, Easy Driving.

There are certain features in the design and performance of a car which become evident immediately one takes the wheel and drives the car over only a short distance. In the latest 10-30 h.p. Fiat, for example one is at once conscious of a very smooth running and unobtrusive power unit, combined with an unusually quiet gearbox. The smoothness of the engine is, indeed, a most outstanding characteristic throughout the whole range of engine speeds with one slight exception at just over 30 m.p.h., when the body picks up a period causing a brief spell of drumming. This, however, is quickly passed through.

Quiet Gears.

Although the intermediate gears are not claimed to be silent, the noise produced on second and third, particularly the latter, is practically inaudible, with the

result that the driver has no qualms about making the fullest use of the gearbox. The gear-change is easy and quick; top and third ratios are fairly close, with the result that it is possible to make almost a racing change down at speeds of 35-40 m.p.h. This is very advantageous when it is desired to maintain the road speed up long, gradual ascents. The fact that the engine is so unobtrusive and mechanically silent, combined with the quietness of the gears, are features which encourage the driver to change down, whereas he might otherwise continue to slog away on top to avoid the disturbing roar of a rough-power unit.

The ability to withstand hard driving is another very good feature. For mile after mile the 10-30 h.p. Fiat can be pushed along at speeds approaching the maximum without the slightest signs of stress or fatigue. It simply revels in hard work, and the faster it is driven the better it seems to like it. Thus, long distances can be covered in very good time and the driver arrives comparatively fresh at the end of the journey. The driving position is good, and, naturally, accounts in no small measure for this freshness.

1931

THE COMBINATION "A"
REPRESENTS THE LAST
WORD IN MOTOR CYCLE
COMFORT, POWER, SPEED.

We are always pleased to give demonstrations.

**THE GASCON
MOTOR COY.**
2, KWONG WAH RD. KOWLOON
TEL. 58142.

HARLEYS

SIMONIZ
TRADE MARK REG. U.S. PAT. OFF.

**Keeps
CARS
BEAUTIFUL
FOR YEARS**



That's because of the mighty protection Simoniz provides the finish. Simoniz resists wear and tear. The finish lasts longer. Colors are kept from fading. And it's no work to keep your car always spotlessly clean.

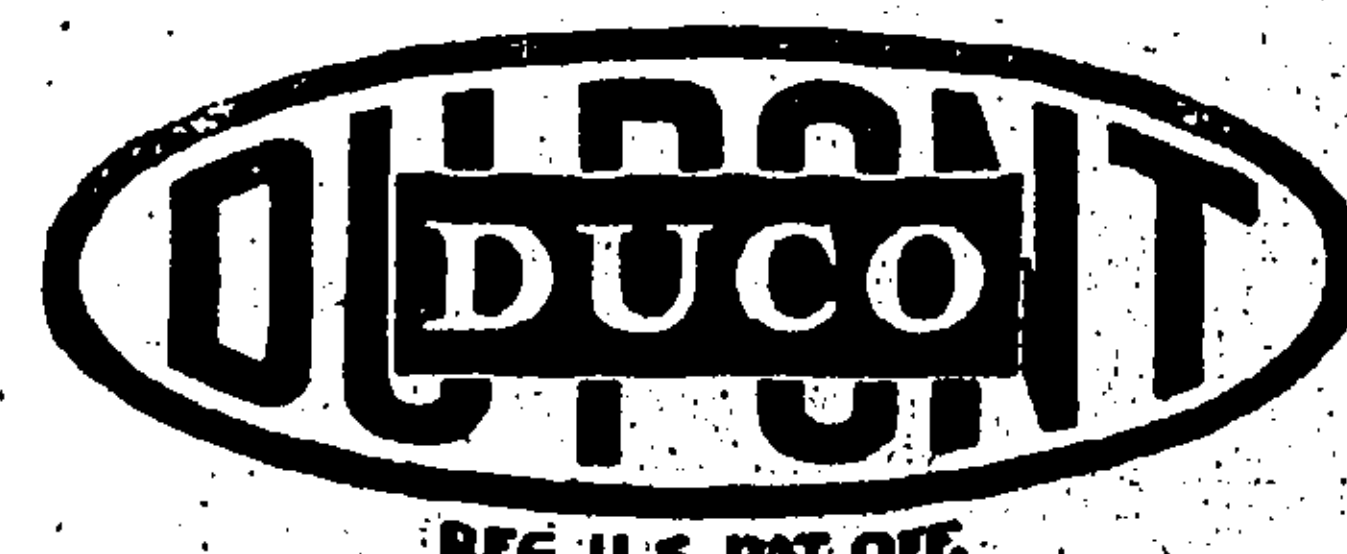
It's easy to make your car look new again with Simoniz Cleaner. Then Simoniz gives that steady protection. Simoniz today!

THE SIMONIZ COMPANY - CHICAGO, U. S. A.
Obtainable from all Dealers—

HONGKONG MOTOR ACCESSORY CO.
Sole Distributors: Bank of Canton Building—

DODWELL & CO., LTD.,

announce that they have been recently appointed by
Messrs. E. I. du Pont Nemours & Co., Ltd.
as sole distributors
for Hongkong & South China
for,



CELLULOSE PAINTS

for Motor Cars

also

Du PONT DULUX

The Miracle Finish
for exterior & interior painting.

A finish that is not a
Paint, Varnish, or Enamel.

Stocks are now Carried.

*It Gives us Pleasure
To Demonstrate The—*

FIAT 520

SIX-CYLINDERS

A TRULY EXCELLENT CAR

At a Reasonable Price.

Service Station

FLAT

GARAGE

Tel. 24821.

A. GOEKE & Co.

Tel. 22221.

FIAT

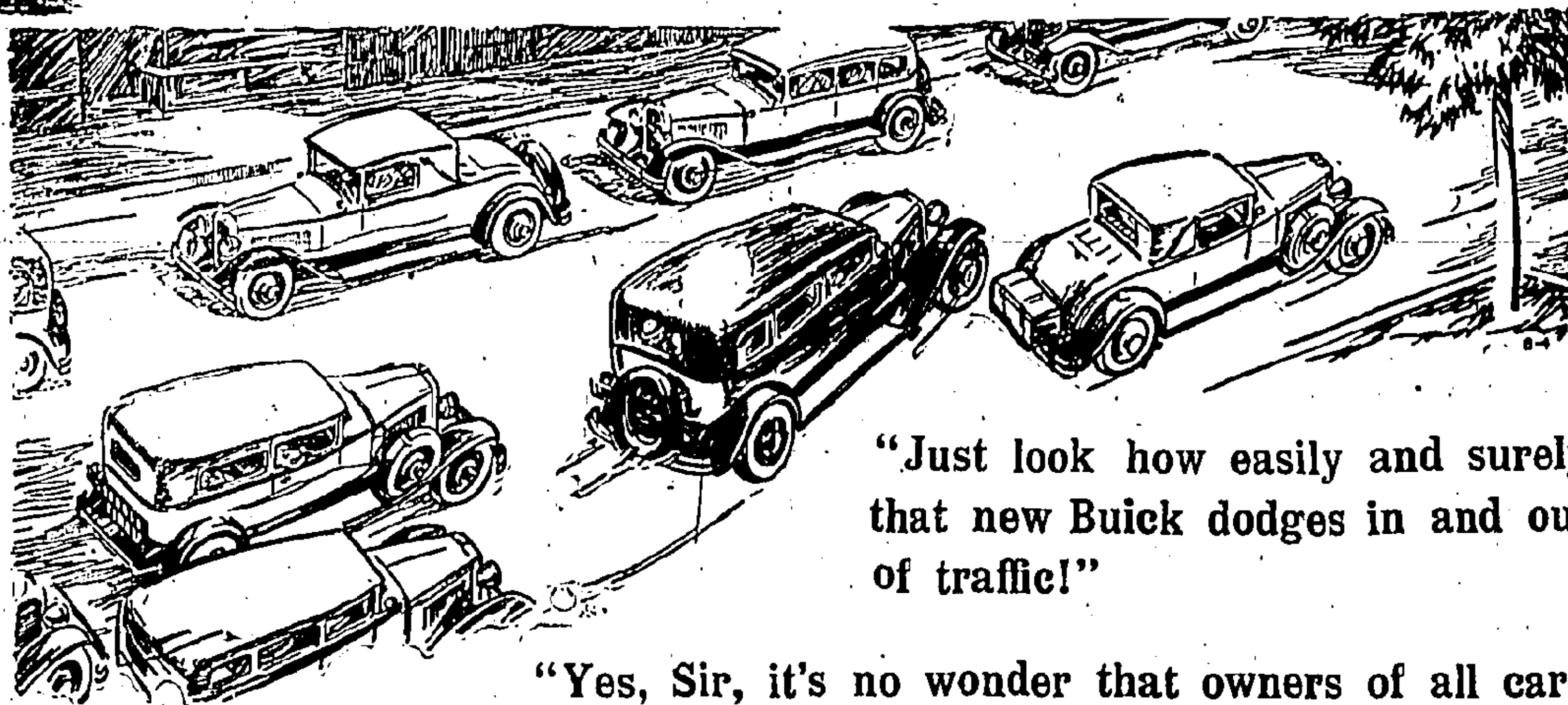
AGENTS.

Spare Parts Dept.

CHINA BUILDING

Fourth Floor.

Tel. 22221.



*"Just look how easily and surely
that new Buick dodges in and out
of traffic!"*

*"Yes, Sir, it's no wonder that owners of all cars
from the lowest to the highest priced envy the driver of the new Buick."*

Notwithstanding the tremendous flow of smooth power and speed the new Buick valve-in-head eight in a line motor places at your command—the new harmonized steering gear and balanced chassis give the owner perfect control under every driving and parking condition.

This outstanding quality is but one of dozens of qualities which have made Buick so popular throughout the world for the past twenty-five years—a confidence enjoyed by but few cars except Buick.

114" Wheelbase Buick Models	HK\$6,955 to HK\$ 7,525
118" Wheelbase Buick Models	HK\$8,275 to HK\$ 8,775
124" Wheelbase Buick Models	HK\$9,820 to HK\$ 9,980
132" Wheelbase Buick Models	HK\$9,820 to HK\$12,295

The New

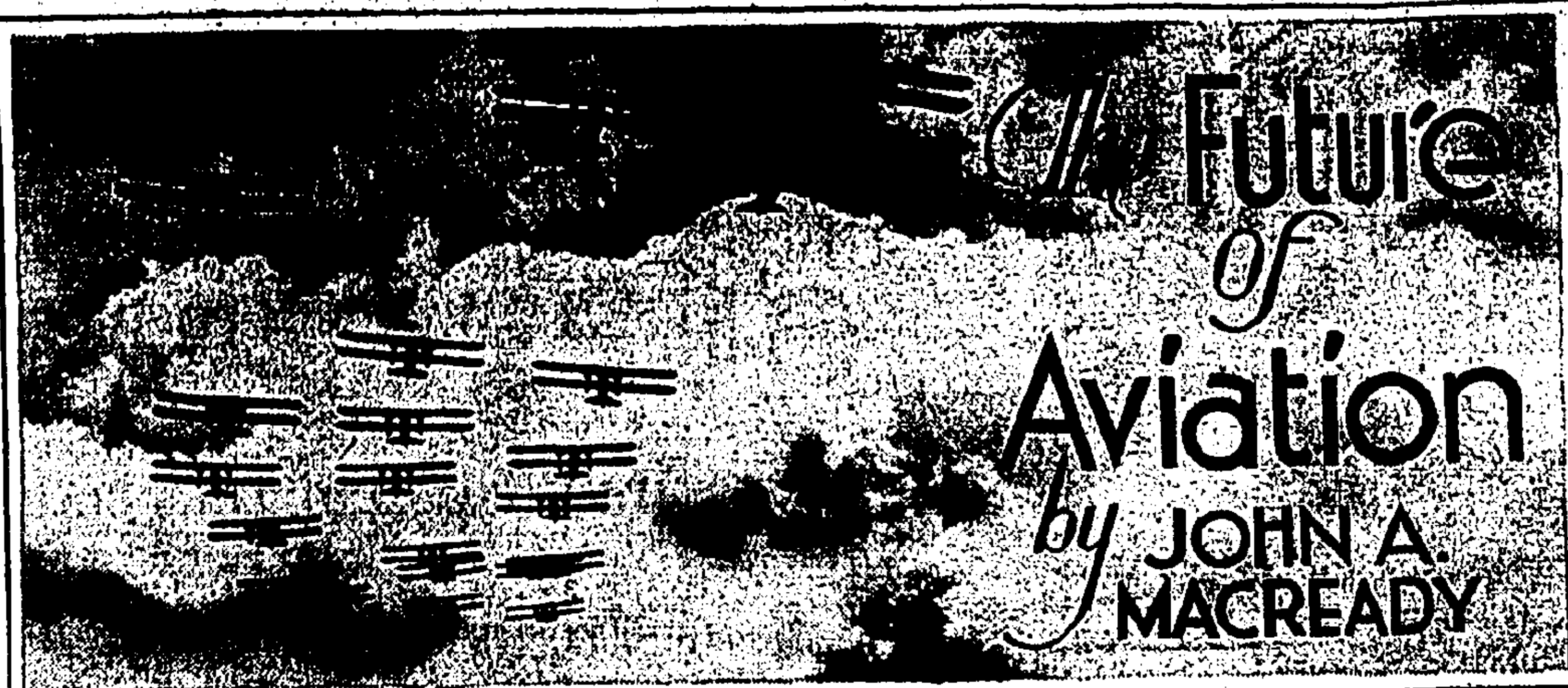
BUICK 8

The Eights with Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



[Special Article to the "Hongkong Telegraph."]

There are several factors which lead authorities in the aviation field to believe that it is only a comparatively short time until the man who elects to travel on trains, instead of the more rapid aeroplanes, will have to pay more for his ticket than the man who rides the airlines. In fact, on a few lines now, the aeroplane ticket is less than the combined rail and Pullman fare.

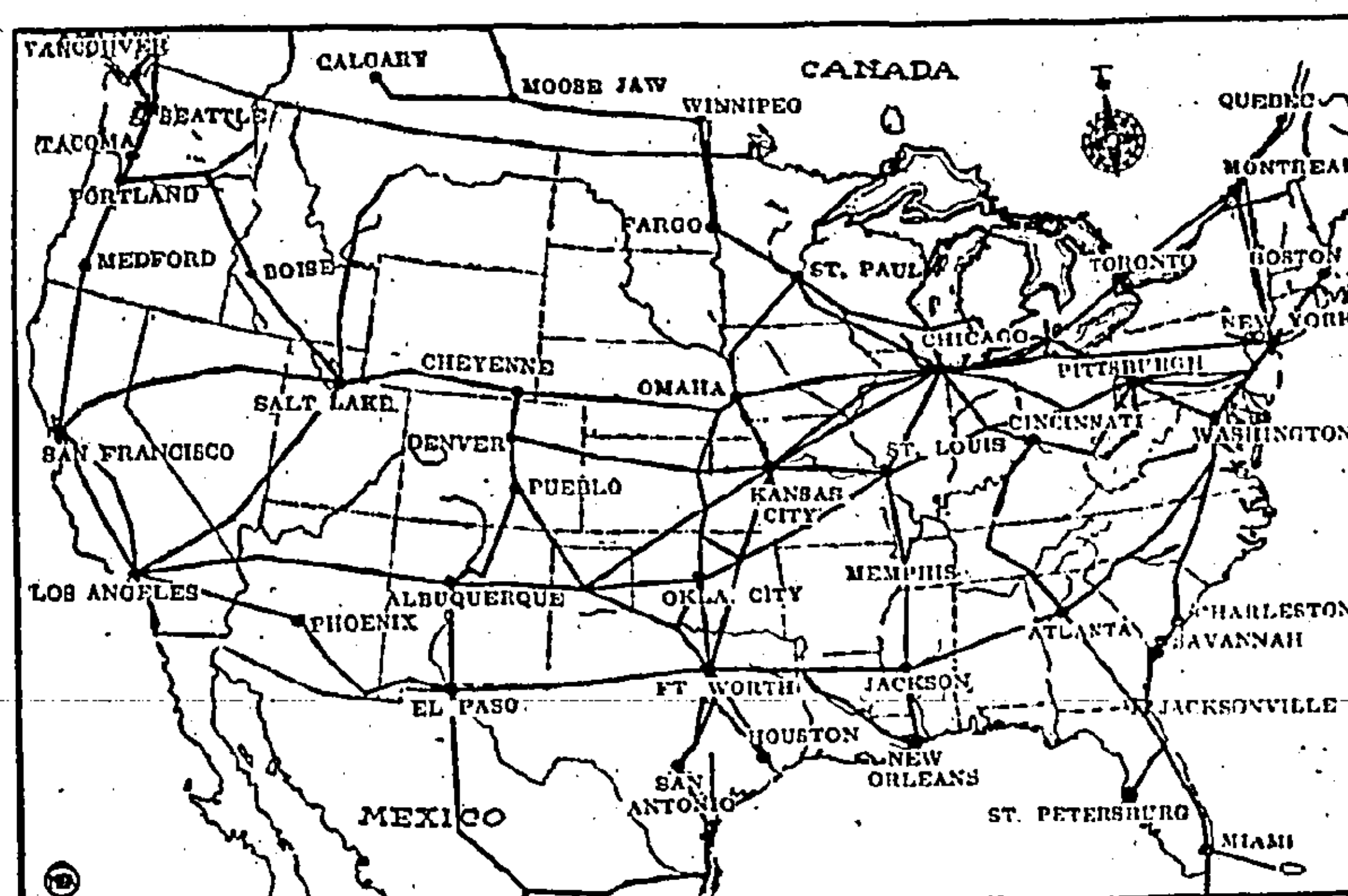
The demand for aeroplane passenger service is rapidly increasing. More people are flying to-day than ever before. Almost every month shows an increase in aeroplane passenger traffic. Air express and airmail are also increasing rapidly. With this increasing use of aeroplanes, it will be possible for the air transport companies to use large planes. In place of the present small planes we shall see giant planes, powered by many motors, carrying from 35 to 50 passengers on every trip. Between larger cities these planes will be operated on hourly schedules. Small planes operated from smaller cities will act as feeders.

Planes Cheaper to Build.

Another factor which will bring down cost of aeroplane tickets is the progress in aeroplane manufacturing. While the industry is not, as yet, on a mass production basis, it has already begun to make so many operating and manufacturing economies that a plane which sold in 1929 for \$80,000 may now be purchased for



Flocks of aeroplanes like these will darken the sky when air travel reaches its own, giving fast service between big cities and across oceans. This picture shows a number of army planes over Chicago during the recent air manoeuvres there.



The ever-expanding network of air passenger lines, operating regular scheduled service between scores of cities from coast to coast, is shown on this map. While names of only the strategically-situated cities are shown, many others are also served. Airmail lines serve practically all these cities, in addition to others that do not have passenger service.

less than \$55,000. And to-day's plane is a better one than last year's.

It costs approximately \$100,000 to build a modern sleeping car. An aeroplane with the same passenger capacity costs from \$20,000 to \$25,000 less. The aeroplane carries its own motive power, while the railway car must depend on a costly locomotive. Much of the cost of railroad transportation is the result of the necessity of hauling heavy equipment. Weight considered, aeroplane engines develop more power than any known motive force. For example, the engines that pull the 20th Century Limited weigh approximately 150 pounds for every horsepower developed; we now have aeroplane engines that develop one horsepower for every five-sixths of a pound of total weight.

Another factor in the high cost of railroad fares is the millions of dollars which must be invested in stations, rights-of-way, bridges, switching facilities, repair shops, coaling stations, etc. Thousands of miles of track, millions of ties, hundreds of bridges, many of which are damaged every year by floods—all these necessities in railroading are absent from the operating costs of air transport companies.

Many railroad passenger terminals are located in congested districts where land values are high and where costly track elevations are necessary. Interest on

the money tied up in these terminals cuts up a huge share of railroad revenues. Most airports are located on comparatively expensive land, in suburban districts.

In comparing railroad travel with air travel we must remember that the railroads have been developing for many years. They have had a long time to bring their organizations up to a high standard of efficiency. Prior to 1927 there was virtually no regularly scheduled passenger transport air service. In these three years a network of airlines, manned by efficient and careful pilots and ground crews have been built up. Millions of dollars have been invested in planes and landing fields.

The very fact that our airlines can continue to operate under present conditions, with only a fraction of the total travelling public now patronising them is, to me, positive proof that it is only a few years until the bulk of first-class, long-distance travel will be by air.

Development of aviation is being hampered by the need for more landing fields. In the country there are about 1,600 airports. Plans for 1,410 additional airports are under way. But even when these are completed there will remain much to be done to provide needed facilities for the rapidly growing aeroplane industry.

When I visited Los Angeles in 1925 there was but one field—Clover Field. To-day there are

66 airports in the Los Angeles district.

In many localities where airports have been established much yet remains to be done. A lot more than just a flat, open field is required for an airport. Many present fields need to be levelled and drained. Nearly all fields need additional hangars and better runways, as well as improved facilities for taking care of passenger traffic.

One of the greatest needs in many airports is improved lighting facilities. A large proportion of airports have no lighting facilities at all. This means that as far as night flying is concerned these airports are useless.

Seaplane Bases.

Now is the time to locate and build airports. Adequate tracts of land, near growing towns and cities, suitable for airports, are scarce, and rapidly increasing in value. Unless city authorities take steps to obtain what few available tracts remain they will be forced to pay exorbitant prices for landing fields and airports.

All cities with water fronts should establish facilities for flying boats, seaplanes and amphibians. Of course there is no expense for landing fields, drainage, runways and dunes, and where water facilities are available, but there should be ample provision for loading, unloading, facilities for repair and service work.

(To be Continued)

THIS MIGHT HELP.

Maryland is contemplating a way of tagging novice motorists as a warning to other drivers to steer clear of the beginners.

LIMIT BUS WEIGHT.

Forty-seven of the United States have laws limiting weight of motor vehicles. These limits average 23,756 pounds.

HOW IT GROWS.

The annual death toll taken by automobiles in the United States has increased from 21,223 in 1925 to 32,500 in 1929.

SEEK THIN AERO PLANE.

Designers, Led by Dr. Junkers, Strive for Stratosphere Type.

MANY KNOTTY PROBLEMS.

There is nothing new in high-altitude flying, but it is startlingly new to learn that the conservative Dr. Hugo Junkers is actually at work constructing an aeroplane to travel in that rarefied region, above the thick carpet of air around the earth, known as the stratosphere. Aerodynamic engineers and meteorologists agree on one thing: speeds much faster than anything ever attained near sea level should be easy of attainment once the problem of reaching altitudes of 10,000 to 20,000 miles above the earth has been solved.

There are problems to solve, writes Laurence D. Lyman in New York, but theoretically they are simple. The surprising thing is that hard-headed engineers and designers have stepped from the position "theoretically sound"—that refuge of every cautious experimenter and dreamer in research—to the position "practical." The rewards are deemed worth all they will cost if attainment proves practical.

The Atlantic will be crossed in six hours, from the mainland of Europe to New York. Scheduled service between New York and Chicago will be operated in from sixty to ninety minutes and the transcontinental lines will be flown in four or five hours. This is what the engineers conceive when they delineate the stratosphere aeroplane.

The resistance of the air is just as powerful as its ability to lift, and the high altitude plane designer has to face this fact, which in actual design and performance frequently establishes a vicious circle. Wings must be designed of sufficient spread to carry the load in the thin air. At the same time power plants and propellers must be built to act efficiently in the thin air.

Little Sustaining Power in Upper Atmosphere

While the rarefied air cuts down frontal resistance, or static resistance, it also offers less for the propeller to bite into and hence tends to lower the probability of high speed. Furthermore, since speed is an essential of life in the aeroplane, loss of speed destroys life and the plane falls off to denser regions where its wings can take hold and its propeller and engine generate the speed needed to keep the plane aloft.

However, wind tunnel experiments have convinced the research workers that comparative values in the stratosphere may shift and with the new values they hope to establish they are confident that they can produce the high speeds needed.

Already in America there are two distinct types of commercial transport and others that grade in between. In the West, where the Boeing Company flies its planes back and forth and north and south through the Rockies, they find the big eighteen-passenger biplane a very efficient flying machine. This plane has an immense wing area. Its two banks of planes stretch nearly a hundred feet. Its three motors turn up close to 1,800 horsepower, and with its cabins packed with passengers and mail this plane can take off from emergency landing fields 7,000 feet above sea level, while its most efficient flying level is about 12,000 feet high.

Down around 2,000 feet, because of the great frontal area of its large wings, high speed is obtained at the expense of the engine. Smaller transports, carrying at most as large loads with engines of two-thirds the power, develop higher speeds and are more economical in service.

Super-Charged Military Planes Hold Records.

The highest altitudes so far attained in practical flying have been reached by the military machines. Lieutenant Appolo Soucek reached 45,000 feet in solo flight, and a year ago at Mather Field a whole squadron of army fighters reached 30,000 feet.

Their engines were equipped with high-speed centrifugal air pumps known as super-chargers. These accessories are necessary, since the power of the internal combustion aircraft engine is limited by the amount of oxygen it can absorb in its carburetor—at sufficient density—to create the explosive mixture. An engine may be efficient at sea level, but as the plane climbs and the air becomes less dense that engine loses power, the propeller slows up, the plane loses speed and hence lift, and first stops climbing and next starts falling.

The super-charger, by compressing the thinner upper air to sea-level pressure or more, simulates sea-level conditions in the carburetor, and the more maintains its efficiency. At the same efficiency in the thin air there is less work for the propeller and less head resistance for the plane and higher speeds—granting that the plane can be maintained in its most efficient speed position—are the result.

It is the contention of the German engineer that the engine for high altitude work will be heavy-oil combustion motor of the Diesel type. Eliminating the carburetor and using oil spray atomized to a "fog" under terrific pressure, Dr. Junkers has had great success with Diesel aircraft engines. His success to date leads him to believe that he is on the track of the motor for the stratosphere plane.

However, weather aloft is cold, so cold that man has yet to contrive machinery and other accessories to act efficiently in it. During the war a Zeppelin powered with oil motors was crippled because the oil froze into solid chunks. This condition occurred at temperatures just a little below zero. Even in warm weather temperatures as low as 50 and 75 below zero may be encountered where the 500-mile-an-hour planes are to fly, and fuel must be well protected if it is to run into the engines through lines instead of being fed in chunks as the Zeppelin crew had to feed their motors.

The variable-pitch propeller is counted on for use in the high-altitude planes. The propeller at sea level is mounted with a flat angle in order that it may turn fast in the dense air. A flat propeller is also needed in order that the plane may climb efficiently. As the higher levels are reached and the air thins out, the pilot increases the angle or pitch of the blades to enable them to take a larger "bite" on the air. The flat blade corresponds to the low gear of an automobile, and the more sharply pitched blade to the high gear. The variable-pitch propeller is now a practical aeroplane accessory, and as research continues such propellers are sure to become more efficient. Dr. Junkers more than five years ago declared that high-altitude flying depended to no small extent on using the variable-pitch aircrew.

Protecting the Personnel in Higher Strata.

The problem of caring for pilots and crew still remains to be worked out. Once it was thought impractical to provide oxygen for passengers. To-day trimotored Fords are regularly flying the Andes at 15,000 feet and alongside each passenger is a small rubber tube with a glass mouthpiece like a pipstent. When the high levels are reached the pilot turns a master valve, sending oxygen through a small pipe running the length of the plane. The passengers tap the line as they feel the need of oxygen. It is all very simple and works perfectly.

Clarence Chamberlain joined an oxygen line to the carburetor feed on the Waap motor with which Ruth Nichols established her altitude record of 28,743 feet. Above 20,000 feet the engine began to lose power. When the pilot turned on the oxygen it picked up 300 revolutions a minute and the plane climbed once more.

But protection against the cold must be provided also, and the cabin must be sealed against both cold and the thin outer air. Problems of ventilation are difficult. It is likely that they will be worked out as they are in the submarine, with oxygen tanks and a chemical purification apparatus which consumes the carbon dioxide as passengers and pilots breathe it out.

When the stratosphere plane is ready it is likely not only to change the whole transportation map but to revolutionize aerial warfare as well. Planes then will be completely out of range of ground attack, and while the more efficient aircraft to-day are in very little danger from anti-aircraft guns, the stratosphere plane will be out of sight as well as out of range. Dr. Junkers seems likely to provide new problems for the military strategist as well as new facilities for the traveller.

CARS FOR BREAKWATER.

Ventura, Calif., has applied for permission to build a breakwater on its ocean front. Old cars will be dumped into the ocean and allowed to fill with sand and rock to form the barrier.

LAND-AND-WATER CARS.

Amphibians for Trade Tour.

(By Jack Frost.)

Coventry.—In a special workshop of one of the oldest firms in the British motor industry there is being completed the construction of the world's most original cars, which are shortly to leave this country on a 12,000-miles trade promotion tour of Europe and Africa. They are designed to cross the deepest rivers without use of boat or raft, and propelled by a couple of canoe paddles. I saw these curious looking "watercars" at the Riley Works here. Two cars have been fitted with three-seater bodies and giant wheels, and surrounded by a detachable electron frame carrying four on each side of the car, large air bags which, when inflated, will enable the vehicles to float across any watercourse at such a height as to prevent harm to the engine.

The "water-cars" will be accompanied by a trailer and two motor-cycles. They comprise a travelling British Industries Fair. Headed by Captain Geoffrey Mallins, the explorer and cinematographer, and including two or three expert salesmen, the expedition is setting out to demonstrate to Europe and the Continent of Africa that British goods are the best and to prove that British-built vehicles can hold their own anywhere.

More than forty British manufacturers are co-operating in the expedition, which will be away well over a year. Samples are being taken, also a portable projector, and films advertising the goods carried will be shown at suitable places en route. A travel film of the trip, to enable us at home to know how far British goods are being used abroad, will be made for exhibition at the conclusion of the trip.

ONE OUT OF FOUR.

The Detroit Automobile Club reports that one out of every four automobiles driven on the highways of Michigan is unnecessarily jeopardizing lives through improper headlights.

The First Shipment

OF

AMERICAN BANTAM AUSTINS

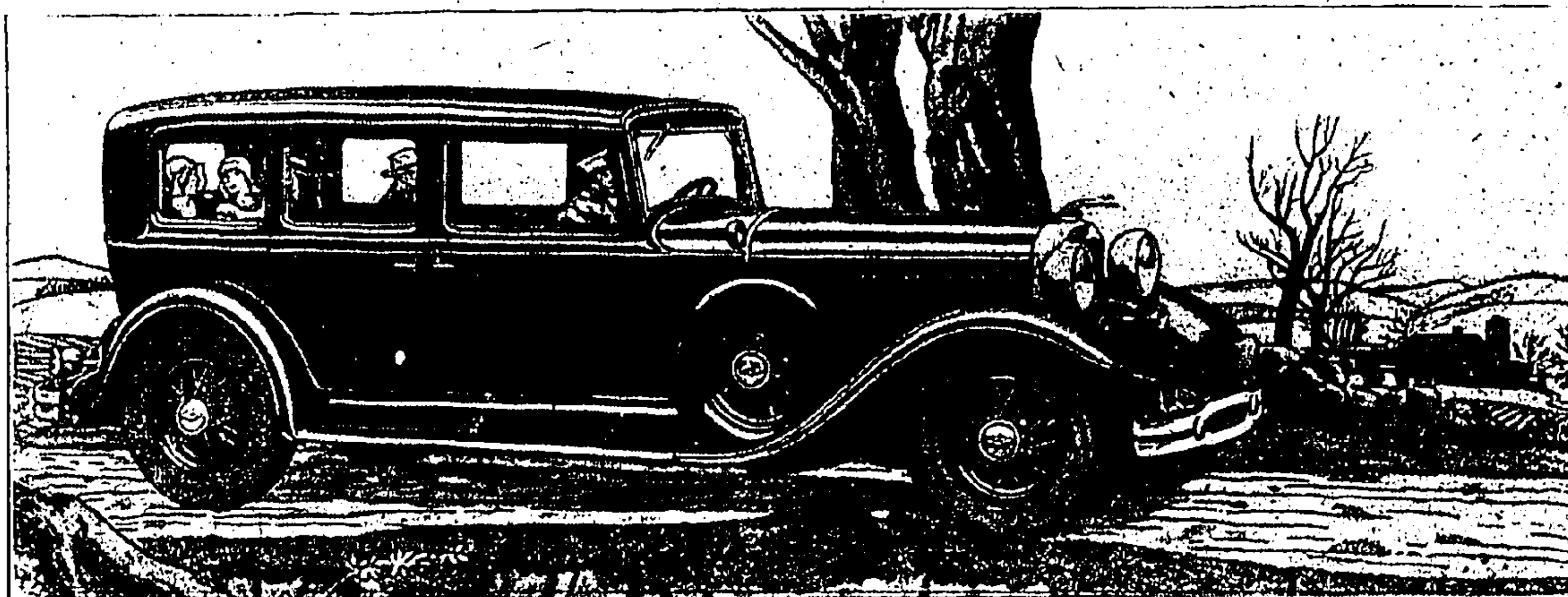
HAS NOW ARRIVED.

For Further Particulars Apply

GILMAN & CO., LTD.
HONGKONG.

DURO MOTOR CO.
KOWLOON.

The New LINCOLN



SEVEN PASSENGER LIMOUSINE

JUSTIFIABLE PRIDE

MORE than merely a luxurious means of transportation, the new Lincoln stands as an indication of good taste that is inherent and discriminating. Lithe and fleet-looking, its graceful, sweeping lines reflect a perfect blending of beauty and engineering fitness. Spacious, rich in finish, exquisite in equipment, to the most minute detail the new Lincoln appears what it is—a motor car of distinguished character. Abundance of power, free-wheeling transmission, long wheelbase, wide tread, long springs, lowered centre of gravity—these new features make Lincoln motoring peacefully relaxing and comfortable.

Authorized Dealer:
WALLACE HARPER & CO., LTD.
745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:
IDEAL MOTOR CAR CO.
416/20, Lockhart Road, Wanchai.

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

**PROMPT AND LIBERAL
CLAIM SETTLEMENTS.**

LOCAL AGENTS,
THE UNION TRADING Co., Ltd.
York Building. Phone 27735.

CARS IN BRITAIN AND AMERICA.

English Authority Sees Private Automobile as Chief Competitor of Railway in U.S.

For any Englishman to attempt to comment upon and criticize the motor transport of America with the guidance of an all too brief experience and in the compass of one short article needs a power of condensation and also, in Irish parlance, a power of pluck, writes Horace Wyatt, M. Inst. T., to the New York Times. I lay no claim to an unusual measure of either of these qualities but, having undertaken the almost impossible, I must make the attempt, though the most I can do is to schedule a number of impressions almost any one of which, supported by opposite factors and arguments, would make an article in itself. I can, at least, reduce the dimensions of my subject by dealing primarily with the mass transportation of passengers and the carriage of goods by road, mentioning the private motorist only incidentally.

The first thing that struck me was the difference in the character of traffic competition in America and Europe. Everywhere, of course, there is some degree of emity and emulation as between road and rail. In Europe these are the two principal competing factors. In America it seems to me that the bus is leagued with the street car in competition against more individual transportation as exemplified by the private motor car and the taxicab, and the private car is a far more dangerous competitor of the railway than is the motor bus or truck.

The main highways of America are broad, straight and well constructed. The number of cars in use is, of course, enormous. In many cities they are allowed when parked to occupy road space that ought to be kept free if the general flow of traffic is to be unimpeded. Restrictions on parking are often not sufficiently rigidly enforced if they exist at all. So far as legislation is concerned, however, I think there is clearer

realization of the fact that the individual is of less importance than the masses than we find in Great Britain where, for example, the government is attempting to keep motor coaches out of a certain portion of London while still permitting free use of the streets to all privately owned automobiles.

Legislation Here and Abroad Different.

As regards national legislation Great Britain has established at any rate a short lead by the passage of the road traffic act. This does away with many abuses of the kind that are still prevalent in America owing to the powers possessed by the various State Governments and the lack of real control of interstate road services whether for goods or for passengers. The irresponsible owner of an unreliable vehicle should not be given preferential treatment as compared with the responsible operator of a good fleet, and this fact has been realized or, at any rate, implemented by the British Parliament while the problem was still undergoing more or less preliminary consideration in Congress.

Perhaps the next thing to strike an Englishman is the general dislike evinced in America for municipal ownership of transport facilities. With two or three exceptions, one finds in England that city bus services are generally owned by the local corporation which also owns the street car. There is no need to explain here the principles of ownership favoured in the United States but only to mention that the underlying motive appears to the visitor to be a deep-rooted lack of confidence in the integrity of local politicians occupying temporary positions. To some extent, at least, such lack of confidence would be justifiable in all countries, as many British ratepayers know to their cost.

It is possibly owing to us and consequent prejudice that I consider the common European system of fares on motor buses better than that which is also universal in the States, but at least I have logic on my side. When one man is asked to pay ten cents for riding a mile it is ridiculous for another man to be carried twenty miles for the same fare. Obviously, short-distance riding is discouraged and this I believe is one of the main reasons why, in many quarters, the taxicab is such a painful thorn in the side of the American operator. Of course, the European system of zone fares involves carrying a conductor as well as a driver on all but the smallest vehicles and those running long distances with very few stops. Nevertheless, I think it is probable that if ever uniformity is reached the zone fare will be the principle to be adopted everywhere.

Long-Distance Service Important.

As regards long-distance bus services, Great Britain is not big enough to allow of very important developments, and the political influence of the railways is another deterring factor. In some quarters in the States I heard long-distance bus service very severely criticized. My own experience of them was all in their favour, and they appear to be susceptible of an immense development to the greater advantage of the public.

As regards sight-seeing coaches, I think Europe could learn something from the American principle, under which leading operators in different cities link themselves together in one association which, from the point of view of the passenger, is represented almost everywhere by adequate services run by vehicle which, if not absolutely uniform, are, at least, all up to a good standard of road performance and of comfort. The patronage of sight-seeing trips is obviously discouraged wherever good service is offered if the possible passenger has previously been disgraced by bad service elsewhere. The American system, if carried out efficiently, as I believe it to be, should eliminate this possibility almost entirely.

Double-Deckers More Common in Europe.

As regards the types of vehicles in city service, the double-decked

omnibus is far more common in Europe than in America. This is partly due to the system of fares and in the United States the efforts made to do away with the necessity of carrying a conductor. I do not think any one is in a position to touch the leading British operating companies anything of much value regarding the maintenance of their fleets and the general conduct of their businesses.

On the other hand, Europe has a great deal to learn about the relief of congestion in cities by the adoption of a scientific system of traffic control. A good system of traffic signals must, I believe, be the principal factor in the solution of the problem. In London there are at present only a few such signals, at long distances apart and independently operated. In Berlin there is a general system, but the whole thing is so cast-iron that a real stream of traffic is often kept waiting at a cross-road for a totally imaginary stream to pass at right angles.

To my mind the use of traffic signals is a positive curse unless the whole thing is based on accurate and scientific investigation of the conditions obtaining at all the principal points and co-ordinated so that a vehicle travelling at a reasonable speed can move long distances on any main artery without appreciable interference. That this is possible is, I believe, proved by the examples of Chicago and other great American cities.

Meanwhile New York has problems of its own that seem to be almost insoluble except by the elimination of privately owned vehicles from considerable areas and the provision of parking space, and generally also of space for the loading and unloading of goods on private ground in connection with all buildings of exceptional height.

GAS TAX FIGURES.
Automobiles in the United States consumed 14,751,308,980 gallons of gasoline during 1930, and paid taxes of \$494,683,410 for its use.

FRANCE LEADS.
France, with 208 miles of roadway for every square mile of territory, leads the world in this respect.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES
MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels

4 or 6 Cylinders

30 Cwt. to 10 Ton Loads

20 to 70 Passengers

JOH I. THORNYCROFT & CO., LIMITED

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

A HANDSOME NEW
TYRE BY GOODYEAR

HERE is the tyre that meets the exacting demands of today's hard and fast driving . . . and tomorrow's style advancement.

It is the famous All-Weather Tread Tyre, re-designed and conspicuously improved by Goodyear, to give more non-skid miles of service and greater positive traction.

Scientific refinements give this tyre a tighter grip on wet roads, a surer hold on curves or straight-aways . . . and the extra traction to pull out of the deepest ruts. It is a tyre that STOPS when you apply the brakes . . . and stops quickly.

It is a big, stylish tyre, as distinguished in appearance as in performance . . . one of the outstanding products of a line that has made the Goodyear name respected throughout the world.

See this new tyre on the new model motor cars and examine it at the Goodyear dealers. It is the tyre of 1931.

GOODYEAR

Distributors:—

Alex. ROSS & Co. (China) Ltd.

HONGKONG & KOWLOON.



COUNTY CRICKET
THRILLS.

(Continued from Page 1.)

BRILLIANT BATTING.

By Sussex Player at
Chelmsford.

Harry Parks scored a brilliant triumph at Chelmsford in the match against Essex by scoring a double century without being defeated, thus enabling Sussex to gain an overwhelming victory by ten wickets. Duleepsinhji reached three figures for the fifth time this season, but his performance was completely overshadowed by his colleague.

Having won the toss, the young Indian captain of Sussex elected to have first use of the wicket and his decision met with immediate success. The visiting batsmen attacked the bowling from the start and with a great partnership by Harry Parks and Duleepsinhji, the innings realised 448 runs for the loss of six wickets declared. Parks had just topped the 200 mark when the closure was applied, while Duleepsinhji had 140 runs against his name when his wicket fell.

In comparison with the huge total made by their opponents, Essex failed miserably when they were obliged to follow on and just managed to avoid an innings defeat by adding a further 162 runs. Cutmore made a great effort for his side and scored 106 of the total.

Without loss, Sussex knocked off the necessary 28 runs.

NAWAB OF PATAUDI.

Defies Bowling in Each
Innings.

A distinction only performed on one previous occasion this season fell to the Nawab of Pataudi in Oxford University's match against Surrey at the Oval where the brilliant young Indian player scored a century in each of the under-graduates' innings, both of which were declared in an effort to bring the match to a decision. With honours fairly even the game was left drawn.

In their first innings, the University players put on 328 runs for the loss of eight wickets when they declared, the Nawab of Pataudi claiming 165 of the total.

Surrey replied with a score of 298 runs and with five wickets down Oxford declared their second innings for 199 runs, the Nawab of Pataudi's share being exactly 100. Surrey had lost two wickets for 134 runs when play closed.

LANCS. IMPROVE.

Another Decisive
Victory.

Once again Lancashire had to rely almost entirely on the bowling of Dick Tyldesley, the slow break trundler, for their points in the race for championship honours. At Nelson they had Somerset as their guests and by beating them by seven wickets, Lancashire displaced Gloucester in the table, the latter not being engaged.

Somerset found Dick Tyldesley in outstanding form with the ball and although they had the advantage of first innings they failed to surpass 141 runs. Tyldesley captured five of the wickets for 63 runs. White rose to the occasion when Lancashire went to the wickets and by taking five wickets for 62 runs only allowed the hosts to take the lead on first innings by twelve runs, their total reaching 163.

Tyldesley, however, was not to be outdone and in dismissing Somerset for 178 runs in the second innings he took eight wickets for 89 runs. Lancashire knocked off the 167 runs required for victory with only three men out.

WIN FOR YORKS.

Victory by Innings
and 71.

Little difficulty was experienced by Yorkshire in their match at Portsmouth against Hampshire, the Northern county winning an innings and 71 runs. Herbert Sutcliffe captulated Duleepsinhji and scored his fifth century of the season, while Mitchell also reached three figures.

F. E. Green put Yorkshire in on winning the toss and when the innings had reached a total of 387 runs for the loss of eight wickets, he declared. Sutcliffe had taken his score to 107 before being dismissed while Mitchell was undefeated with 119 runs to his credit.

Hampshire had Bowes to contend with and in their first innings scored but 136 runs and following on they were dismissed for 180. In the first innings Bowes took five wickets for 64 runs and in the second five for 68.

A. W. CARR'S THIRD.

Another Century for
His County.

Whatever reasons certain sections of Nottingham cricket had for wishing to have A. W. Carr replaced in the captaincy of the county, the one-time England leader has now given his critics yet further proof of his capabilities to lead the team. Playing against Worcestershire at Worcester he scored his third century

SYDNEY WOOD GIVEN
A FRIGHT.

(Continued from Page 1.)

OHff (Britain), 6-2, 6-0, 6-2.
Sydney Wood (U.S.A.) beat Malfroy (New Zealand), 6-3, 10-12, 10-8, 6-4.

F. J. Perry (Britain) beat Von Cramm (Germany), 7-5, 6-2, 6-4.

WOMEN'S SINGLES.

Fourth Round.

Mias Dorothy Round (Britain) beat Miss Johnson (Britain), 6-0, 6-1.

Miss Fayst (Switzerland) beat Mrs. Whittington, the seeded British player, by 6-2, 6-2.

Third Round.

Mrs. Harper (U.S.A.) beat Miss Webb (Britain), 6-0, 6-4.

MEN'S DOUBLES.

Second Round.

Cochet and Brugnon (France) beat Landau and Fleury (France), 6-0, 6-3, 6-7, 6-2.

WOMEN'S DOUBLES.

Second Round.

Mrs. Shepherd-Barron and Miss P. E. Muford (Britain) beat Mrs. Burr and Mrs. Dyanon (Britain), 6-3, 9-7.

NAUTILUS REACHES
PLYMOUTH.ADMIRALTY OFFERS TO
REPAIR.

London, June 26.
The submarine Nautilus, which Sir Hubert Wilkins plans to sail to the North Pole under the ice, arrived at Plymouth to-day for repairs which the Admiralty has offered to carry out. *British Wireless.*

OVERSUBSCRIBED.

New York, June 26.
The Taiwan Electric Loan, opened this morning, has already been oversubscribed. *Reuter's American Service.*

DUTIES RAISED.

Vienna, June 26.
The Federal Council has passed a bill to increase the tea and coffee duties. *Reuter.*

of the season, to give his side victory by seven wickets.

Worcester had first knock but were dismissed for 115 runs. Larwood taking five wickets for 39. Notts declared their innings closed with 299 runs on the board for nine wickets, Carr scoring 127 runs. Gibbons gave Worcester a good start in their second innings by scoring 110 runs and at the fall of the last wicket the total had reached 306, leaving Notts with 123 runs to make for victory. These they obtained with the loss of three wickets.

FIRST INNINGS POINTS.
Derbyshire Lead in Unfinished
Game.

In an unfinished match at Cardiff between Derbyshire and Glamorgan, the visitors took the points for a lead on first innings. The hosts had made 197 runs and then Derby scored 365 runs five wickets declared, in reply to which Glamorgan completed 281 runs for three wickets when stumps were drawn.

HEAVY SCORING.

Between Middlesex and Leicester. In a rather heavy scoring match at Leicester, Middlesex took first innings points from Leicestershire for a lead on the first innings. Leicester took first innings and ran up a score of 223 runs, while Middlesex replied with 309, Hearne scoring his third century with 162 not out against his name. Leicester then added a further 305 runs for four wickets declared, (Shipmen 120) but when Middlesex had made 95 for six wickets play closed.

ENGLISH CAPTAIN
SHINES.D. R. Jardine Makes
Century.

England's selected captain for the Test match against the New Zealanders, scored a brilliant century for the M. C. C. against Cambridge University at Lord's. The Undergraduates, however, won by 23 runs.

The scoring in the first innings was rather low, with Cambridge compiling 144 (V.W.C. Jupp 5 for 38) and the M.C.C. 209, of which Jardine scored 106 without being beaten. In their second innings Cambridge made 250 runs, Gibson taking six wickets for 44 while the M.C.C. were dismissed for 162, F. R. Brown taking five for 47. *Reuter.*

CHILDREN AND
CINEMAS.

A VOTE FOR THRILLS.

How many times a week do children go to cinemas, and why do they go?

Revelations on these questions are contained in replies to a questionnaire made to 1,439 children between the ages of 8 and 14.

The investigation was carried out by the Birmingham Cinema Inquiry Committee, and, as to the children's attendances, the following figures were gathered:

Five times a week 1
Three and four times a week 36
Twice a week 184
Once a week 780
Once a fortnight 107
Once a month (or "seldom") 302
Never 30

Why they Go.

Inquirers sat in cinemas with the children, and the answers to the questions were given freely. The chief replies to the question "Why do you like going?" were:—
"For interest."
"Amusement."
"To pass the time."
"Excitement."
"Thrills."

The "thrills" were explained by the children as:—
Motor and horse racing.
Flying.
Cowboys.
Fighting.
War.

Of a group of thirty-eight girls aged 11, twenty "liked war pictures best." Nineteen boys in a group said they preferred "murder, war, and Chicago gangster films," because they were so "thrilling."

Other replies were:—
It is somewhere to go.
It is the only place to obtain pleasure.
To learn something.
To see what is happening in the world.
To see other countries.
Because it gives you a good idea of hot countries, where people are attacked by sunstroke and wild beasts.
To follow the plots.
It is a change from the street.
Something to do in wet weather.
Because I get a better chance to get sweets.
"A Peep into Society."

For the bangs and the noise.
To see who wins.
For scenery, music, dancing.
For a peep into Society.
To see my favourite film stars.
It makes me feel comfortable.
(Boy of 11).
It is a relief to the mind. (Boy of 12).

Because you can sit up late.
Because I like dress, singing and a bit of fighting.
To see many kinds of war.
Because of the novelty.
For beauty. (Boy of 13).
On the whole the favourite films were "comics," adventure and detective pictures coming next. Preferences were:—
Boys: Detective, "comics," adventure, cowboy, war, history, nature.
Girls: Comedy, adventure, detective, love stories, nature.
Boys did not like love stories.

Crime and War.
The report states that "an arresting feature is the recurring emphasis upon crime, war, and what they term 'fighting pictures' and 'frightening pictures.'"
A girl of 11½ wrote: "I like murder pictures best."
Of 65 girls under 14, 17 voted for war films.
Of 38 girls aged 11, 20 liked war films.

Two groups of Girl Guides voted thus:—
Ages 7-10—Murder and "comics."
Ages 10-16—Cowboy, murder and love.
A commissioner says: "One child said she would show me how to strangle people."
A boy of 13 said he had learnt "how to kiss," another of the same age said he had learnt "nothing at all except the art of love."
"I have learnt nothing but murder," was another reply.

GENEVA NARCOTIC
CONFERENCE.

BAN ON EXPORTS OF HEROIN.

Geneva, June 26.
The Narcotic Conference has adopted, by 31 votes to six, the Austrian proposal prohibiting the export of diacetyl-morphine or heroin and its salts, except at the request of the Government of a non-manufacturing country for medical requirements. *Reuter.*

Another remand was asked for by Mr. Leo d'Almeida, sen., when he appeared before Mr. Williams at the Central Magistracy this morning to prosecute a couple for having assaulted Dr. Fred Kay, in Ice House Street on Wednesday. An adjournment to Tuesday at 10 a.m. was granted.

REGIMENT'S 19 YEARS
ABROAD.RECORD OF THREE MEN WITH
THE WARWICKSHIRES.

When the 2nd. Battalion Warwickshire Regiment landed at Southampton from the troopship Neuraia, on their return from Egypt, a wonderful record of overseas service was completed. Officially the battalion has been abroad since 1912, and three men have served continuously in the battalion throughout the nineteen years. Two of these three were then lance-corporals and one was a private. They are now Lieutenant and Quartermaster Heath, Regimental Quartermaster Langston, and Regimental Quartermaster Kentley.

The Warwickshires started on their travels in 1912, when they went to Malta. The outbreak of the great war in 1914 brought about their recall, and they landed at Zeebrugge as part of the Seventh Division in October, 1914. In 1915 the battalion left for overseas again and spent eleven years in India before being moved to Egypt. Only sixteen officers and other ranks who went away in 1919 are still with the battalion. Two Indian antelopes were brought back as mascots. They are very fond of cigarettes to chew.

£1,250,000 FIRE.

MUNICH'S GLASS PALACE
DESTROYED.

Munich, June 6.
Munich's famous Crystal Palace—erected in 1864 the same year in which its British counterpart was moved to the site at Sydenham—was destroyed by fire during the night and nothing but a few stone pillars now remain. Out of 2,820 paintings, engravings and object d'art, only 60 were saved.

The entire collection of paintings of the Romantic period has been lost, including the greater part of the life work of the Swiss painter Kuno Amiet as well as the finest productions of Moritz Schwind, Casper Friedrich and Jungers. The material damage is estimated at several million marks. Attempts to enter the Palace and to take out the paintings were in vain, and the brigade had to concentrate on preventing the spread of the fire to adjoining buildings. The damage is estimated at £1,250,000.

WATER LEVELS.

DETAILS FOR WEST, NORTH
AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River on the dates named:

	June 26	June 25
West River at Shihing	25.9	26.6
North River at Samshui	19.7	18.4
North River at Tsingyuen	17.2	18.2
East River at Shihing	9.3	10.5
The highest levels recorded are:—		
Shihing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shihing, 11.6 feet.		
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shihing.		

Rapsodie Espagnole (Ravel). Victor Symphony Orchestra. 9700. 8.15-8.45 p.m.

Relay of the musical portion of the play "Splinters" from the King's Theatre. 8.45-10.00 p.m. Recorded Music.

Victor records supplied by Tsang Fook.

Organ Solo-Fantasia in C Minor (Bach).

Organ Solo-Fugue in C Minor (Bach).

Choral-Messiah-choir The Lamb of God (Handel).

Choral-Messiah-Gloria To God In The Highest (Handel).

Royal Choral Society. 9018.

Violin Solo-Cantique de Noel (Adam).

Violin Solo-Andantino Religioso (Thome).

Marok Weber. 20889.

Song-Rocked In The Cradle Of The Deep (Knight).

Song-Asleep In The Deep (Lamb and Petrie).

Wilfred Glenn (Bass). 20244.

Organ Solo-Now The Day Is Over (Baring-Barnaby)-Peace Perfect Fence (Caldbeck).

Organ Solo-Lead Kindly Light (Newman and Dykes).

Mark Andrews. 20780.

Orchestral-The Bat (Strauss). 21020.

Choral-Oh Come All Ye Faithful (Oakley and Portugal).

Choral-Joy To The World (Watts and Handel).

String Bass Solo-Minuet in G (Beethoven).

String Bass Solo-Valso Miniature (Koussovitzky).

Serge Koussovitzky. 1476.

Choral-All Hail The Power Of Jesus Name (Holden).

Choral-Jesus Christ Is Risen To-day (Davidica).

Trinity Choir. 21255.

Organ Solo-Abide With Me (Lyte-Monk).

Organ Solo-Now My God To Thee (Adams and Mason).

Mark Andrews. 20120.

10.00 p.m. Close down.

RADIO
BROADCASTPROGRAMMES FOR TO-DAY
AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 365 metres to-day is:—
4.00-7.00 p.m. Chinese programme.
7.00-11.30 p.m. European programme of Columbia records kindly supplied by Messrs. Anderson Music Co.

7.00-7.45 p.m. Orchestral.
Nights in The Garden of Spain (de Falla).

Orchestra do Sevilla DX188-DX190. Norwegian Dances (Grieg).

G. Schneecvoigt Conducting the London Symphony Orchestra. DX1783-LX1784.

8.00 p.m. Local time; weather report.

7.45-8.28 p.m. Variety.

Song-Nippy-Nippy.

Song-Nippy-The Toy Town Party.

Blaine Hale (Soprano). DB349.

Accordeon Duet-La Fourterello (The Dove).

Jean Dreyer and Louis Legat Accordeon Trio-Hilda (A Romance).

The Dreyer Brothers. DB363.

Song-The Night You Sang "Sweet Genevieve."

Song-Loretta.

Trevor Watkins (Tenor). DB359.

Xylophone Solo-The Dancing Tallow.

Xylophone Solo-The Clatter of the Clogs.

Rudy Starita. DB247.

Humorous Song-In Great-Grandma's Days.

Humorous Song-Rollin' Down The River.

Florence Oldham. DB410.

Vocal Duet-To-morrow Is Another Day.

Vocal Duet-The Same As We Used To Do.

Layton and Johnstone. DB352.

8.28-9.04 p.m.

Sonata In G Major, Op. 78 (Brahms).

For Violin and Piano by Teresa Seidel and Arthur Loesser.

DB7916-DB7918.

9.04-9.30 p.m. Concert Items.

Piano Solo-Old Vienna (Schubert).

Ignaz Friedman. 12107.

Song-O, That We Two Were Maying (Haggley and Nevins).

Dame Clara Butt (Contralto). X339.

Cello Solo-Tarantella (Popper).

W. H. Squire. L2371.

Song-Come Back (Toselli's Serenade) (Elkin and Toselli).

William Heselton (Tenor). DB7.

Violin Solo-Zephyr (Gene Hubay).

Joseph Szegedi. LX788.

9.30-11.30 p.m. Dance Programme.

Fox Trot-Choo Choo.

Fox Trot-On a Little Balcony in Spain. CB228.

Fox Trot-Under The Spell of Your Kiss.

Fox Trot-Overnight. CB231.

Fox Trot-By a Lazy Country Lane.

One Step-That Lindy Hop. CB237.

Waltz-Indian Sweetheart. CB258.

Fox Trot-Okahoma. CB255.

Fox Trot-Shout For Happiness.

Fox Trot-Writing a Letter to You. CB234.

Fox Trot-When Your Hair Has Turned to Silver.

Fox Trot-You're The One I Care For. CB241.

Waltz-Drink, Brothers Drink.

Waltz-We Two. CB251.

Fox Trot-Cochran's 1931 Revue-Half Caste Woman.

Fox Trot-Cochran's 1931 Revue-Stealing Thru. CB243.

One Step-Pass! Shoot!! Go!!!

Fox Trot-Send Out Sunshine. CB238.

Fox Trot-I'll Be Good Because of You.

Fox Trot-Ten Cents a Dance. CB249.

Waltz-Tears.

Fox Trot-Alma Mia. CB256.

Fox Trot-You'll Be Mine in Apple Blossom Time.

Fox Trot-Goodnight Sweetheart. CB253.

Waltz-Bells of Normandy.

One Step-Lady of Spain. CB242.

Fox Trot-River, Stay 'Way From My Door.

Fox Trot-Miss Elizabeth Brown. CB254.

Waltz-I Offer You These Roses.

Fox Trot-You're Twice As Nice As The Girl in My Dreams. CB262.

Fox Trot-City Lights.

Fox Trot-Out of Nowhere. CB257.

Waltz-Nights of Gladness.

Waltz-Thrills. DB339.

10.30 p.m. (Approx.) Rugby mid-day press news.

11.30 p.m. Close down.

SUNDAY'S PROGRAMME.

MAJESTIC THEATRE

To-day Only At 2.30, 5.20, 7.20 & 9.20 p.m.



He hid his identity in the Great North-West until love squared his debt with the past.

A Gripping Drama

With

Lois Moran & J. Harold Murray.

The British Remedy for 50 years.

Owbridge's Lung Tonic

FOR COUGHS & COLDS

From Chemists and Stores everywhere.

Insist on Getting Owbridge's There is no substitute.

A.P.B. 3.

Agents:—GILMAN & CO., LTD.

The Regular use of "KIWI" The Quality Boot Polish makes Footwear last Longer Whether BLACK Any Shade of TAN or PATENT LEATHER

Sole Distributors:— W. R. Loxley & Co.

MASSEUR R. SHIMIDZU. ASSEUSE S. HONDA. ASSEUSE S. KISAKI. Recommended for many years of Government Civil Hospital, Post Hospital, etc., and by all the local doctors.

MRS. MOTONO. Massage. Hand and Electric. 31b, Wyndham Street.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

Cost, approximately, \$1,500,000... Thirty months in every phase of production... With exception of two small scenes produced entirely within the area of the Charles Chaplin studios, Hollywood... Construction of necessary streets and buildings of every character so as to depict a large city anywhere... Dredging for a river and the building of huge embankment... thousands of pleasure automobiles, taxicabs and other public conveyance used during production... 10,000 or more pedestrians employed... replique of huge boxing stadium constructed... building of a cafe and night club seating five hundred... complete construction and furnishing of rooms such as might be inhabited by a millionaire... construction of a massive public square with public park adjoining... duplication of dwellings of the slums... dogs, horses, mules and other animals... labourers and members of the building crafts to the number of eight hundred... 800,000 feet of film exposed by four cameras... lumber, cement, crushed rock, electricity, water... written by Charlie Chaplin... directed by Charlie Chaplin... music by Charlie Chaplin... produced by Charlie Chaplin... enacted by United Artists corporation... nine reels... one hour and twenty minutes... entertainment... synchronized with music and sound effects... absolutely without dialogue... a motion picture in action and action and action... "City Lights," which will come to the Queen's Theatre tomorrow.

"Follow The Leader."

"Follow The Leader," now showing at the King's Theatre is a gripping farce comedy, in which Ed Wynn himself won fame on Broadway when it ran to capacity houses for weeks under the title of "Manhattan Mary." In this story of gangdom, Wynn, with his floppy hat and over-the-top nose, seen as the cheery chef of gangdom's favourite restaurant. Inadvertently, he becomes a hero in the eyes of the gang, and is forced to sustain his reputation.

Ginger Rogers, favourite of the gangsters, is ambitious for a stage career. Wynn, urged on by his supporters, has to induce a theatrical manager to give her a chance. He accomplishes this mission by kidnapping the star of the show, and forcing Ginger in as her understudy. A succession of rapid-fire comedy moments ensue, with Wynn always blundering into the right situations at the wrong times.

Miss Rogers and Stanley Smith, the romantic who won universal renown with their parts in "Queen High," are delightful in this romantic comedy, in perfecting their romantic story into the fast farce action. Lou Holtz, prominent stage comedian, is also a featured member of the cast.

How "Splinters" Came Into Being. To join up in enthusiasm in the early days of the War and settle down to hard training under difficult conditions, was one thing; it was even possible to go out into the mud and misery of Flanders and keep up a good heart for a long period; but there is a limit to human endurance. The dull monotony of life in the line, followed by days "in the trench" (if you were lucky) a few days of "rest" in leaky barns and under depressing conditions, had an effect on even the most optimistic.

It became evident to the Higher Commands in 1916, that something more than mere "rest periods" was necessary. Rest was one thing, recreation—another. Battalions, and even Companies, had their singings in the long evenings, but the songs and jests of the impromptu entertainers were apt to become threatening.

It was General Horne, commanding the First Army, who first gave his attention to organizing more solid entertainment for the men and caused the First Concert Party in France to be formed. Under his auspices the 1st Army Concert Party, the "Rouge-et-Noirs," subsequently renamed "Splinters," came into being—not without difficulties; for a Concert Party was not the most important thing to be attended to in those days, and the First Army, who was picked out to organize it, and had by no means an easy task.

See how he accomplished his task in "Splinters" at the King's Theatre on Sunday.

Marion Davies in Delightful Comedy. Marion Davies achieves the finest performance of her talkie career in "The Bachelor Father," her new Metro-Goldwyn-Mayer starring vehicle, which is now at the Queen's Theatre.

As the madcap, vivacious and pugnacious little Hogan's Alley heroine of the Edward Childs Carpenter play, Miss Davies registers a characterization perfect in every respect and delightful to behold.

In a recent interview Miss Davies said she didn't care who made audiences weep as long as she could supply laughs. Her new picture shows she means just that, but there were some moments in the new film when she had our tears quiver with her tenderness and sincerity. Always a convincing performer, Miss Davies, in this splendid talkie, reaches inside the role she plays and literally brings it to life, deftly shading the high comedy with intervals of sentimentality. It tug strongly at your heart strings.

Robert Z. Leonard, who directed the picture, has added another hit to his ever-growing list of box office smashes. This new effort is sure-fire stuff and comes as a pleasant surprise for whatever reason the talking screen may have had.

C. Aubrey Smith, noted British stage star, who created the title role in the original David Belasco production, repeats his charmingly blustering performance in the screen version. Ralph Forbes is splendid in the romantic lead and others in the capable supporting cast are Guinn "Big Boy" Doris Lloyd, David Torrence, Nana in the Colony, Ray Milland, Elizabeth Murray, Edgar Norton, Halliwell Hobbes and James Gordon.

CORRESPONDENCE.

The Cult of the Nude.

[To the Editor, Hongkong Telegraph.]

Sir,—At last! After months of puerile piffle regarding our anemic dollar, government inefficiency, high cost of living, and so on, we are presented with something in the nature of an ultra-modern, no-limit, reform idea that should rouse us from our lethargic state and put our little isle on the map for all time. I pass the laurels, nimbus and all, to "New Age Supporter." He will need them. Let's go naked!

What a field of imaginative speculation is opened to us! See our portly taipans, police officials, and the like, toddling around bare, except perhaps for headgear, indispensable badge of office. Picture an official landing, say, at a local pier, the borough elders assembled in shiny topers, monocles, spats and sandals, with tummies decorated according to individual tastes, ably supported by the police, smartly turned out in regulation caps, belts and swords, and service type come! And the ladies! Imagine the newspaper reports:— "Amongst those present was Mrs. X, who was tastefully camouflaged in a colour scheme created by Ah Mutt, ship and house painter. This consisted of a coat of 'dusting' over the entire body, with vertical bands of wood and ultramarine blue in front, and her back neatly checkered with a mixture of blackhead and tan Cherry Blossom, the whole finished off with two applications of copper varnish."

No more dunning by impatient tailors, no laundry bills, no wash amahs and buttonless shirts! A modest cheque to the painter every month, another to the soap works, an occasional five dollars to the poorhouse for ex-tailors, shoe-makers, haters, hosters and others of the sartorial fraternity, and behold! we prosper.

I pause through lack of vision, and now would express to "New Age Supporter" the candid opinion that his letter is describable only as a somewhat inane insult to the intelligence of that 99 3/4% of people he mentions, who for all he may know to the contrary, are just normal, clean-minded beings who fail to see anything attractive in suppressing the instinctive desire for privacy that is characteristic of every race in the world.—Yours, etc., J. M.

Sir,—We know all about the freedom of the Press and the facilities offered nowadays for the penmanship of all and sundry, but is not a little stricter pruning of letters called for?

Poking fun at people is allowed, but when the fun does not stick faithfully to truth, it is time something is done about it.

Mr. Editor, is the Epstein touch not greatly overdrawn, knowing as we do the shapelessness of his figures? And is there anything rugged about middle age? Masculineness, we agree is appropriate and just, but even in these apathetic days, covered with woollen garments, there is never a sign of ruggedness; indeed, there is not a wrinkle!

The envy is, we still attract and get attention. They say in twenty years' time it will be immoral to be "pear-shaped." Until then—FIFTY BUT WAISTLESS.

An air crash supplies an exciting climax and brings about a happy ending.

BRITISH FILMS.

It has often been asked why British films are not shown frequently in this British colony. The explanation given by Mr. D. F. Lai, of the Central Theatre management, is that it is more difficult to get into touch with the British producers than with the Americans. The Central Theatre, however, has spared no effort in trying to bring more British films to their screen, and two successes of the British film industry such as "Alf's Button" and "Balalaeva" have been introduced recently. They now announce that the Central has obtained more British talking films though at great expense. Two very good comedies have been secured this time, "Plunder" and "Lord Richard in the Pantry," both from famous stage plays.

At the gala presentation of British films, in November 1930, organised by the film makers' group of the Federation of British Industries in honour of the delegates to the Imperial Conference, at the New Victoria Theatre, London, "Plunder" was one of the three big British attractions chosen by the selection committee. At that time the Prime Minister said, "I have never seen better pictures, and I congratulate the industry." British newspaper critics were unanimous in their praise.

"Plunder," with "Lord Richard in the Pantry," will be screened in the Colony, and will be screened in the Central Theatre probably in the coming week.

FIRST-CLASS CRICKET AVERAGES.

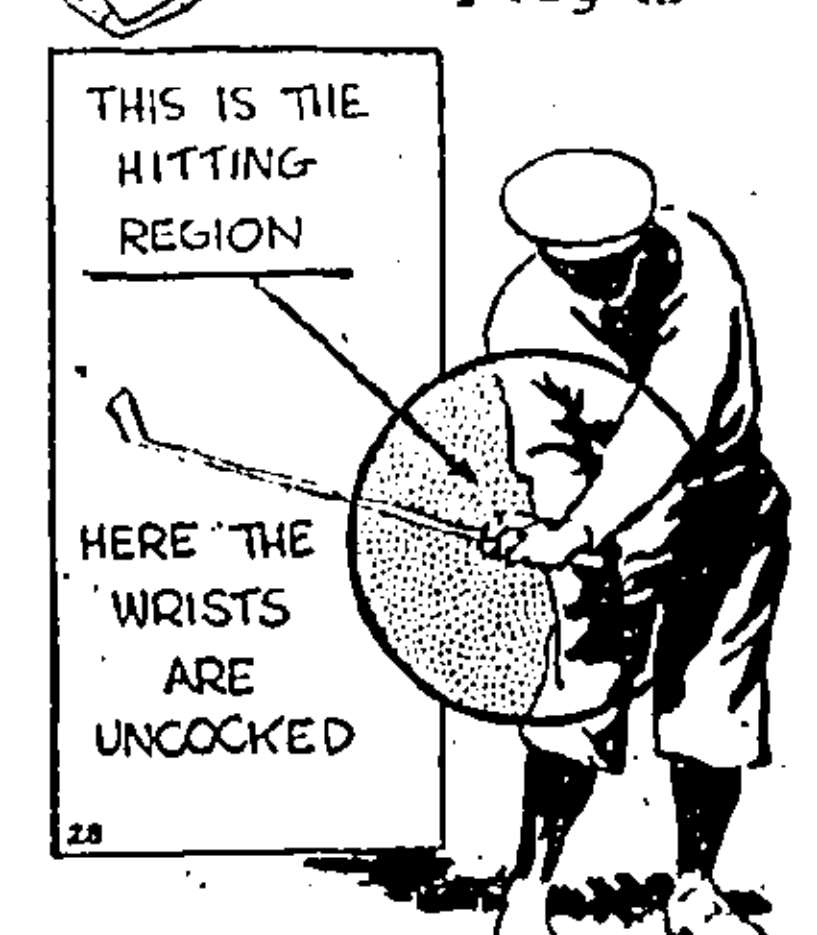
DEMPSTER AND HOBBS IN RACE FOR 1,000 RUNS.

The county cricket averages on June 8 were as follows:

Batting.		Total Highest Not	
Qualification: 7 completed innings	Inns. Runs. Ave.	Out. Ave.	
C. S. Dempster	11 728 212	4 115.50	
Sutcliffe	9 878 178	1 71.02	
Woolley (P. E.)	11 859 188	2 60.55	
G. D. Kemp-Welch	11 875 102	1 61.36	
Mead (C. P.)	10 895 99	3 56.42	
Hammond (W. R.)	14 665 168	4 58.60	
Walker	17 608 125	2 58.41	
Holmes (Yorks)	10 400 250	1 64.44	
Hendren	17 708 125	4 64.23	
Bakerwell	10 474 90	1 52.65	
Aspinall	11 417 118	3 52.32	
Hobbs	14 447 144	1 49.76	
Hobbs	17 782 147	1 49.87	
G. H. Fender	14 472 139	4 47.20	
Nawab of Pataudi	9 375 109	0 47.00	
K. S. Dalecarin	14 640 102	0 45.71	
Ashtown	13 453 93	3 45.60	
Arnold	12 440 111	2 44.00	

Bowling.		O. M. R. W. Ave.	
Qualification—20 wickets	Inns. Runs. Ave.	W. Ave.	
Larwood	24.5 120 676 29	10.76	
Root	31.7 120 676 29	10.76	
Freeman (A. P.)	34.7 86 922 10	13.20	
Verity	26.3 84 792 47	12.36	
Parker (C.)	45.4 128 1084 39	18.00	
Tydaley (H.)	34.1 110 641 49	14.00	
L. A. R. Peckham	39.1 76 907 39	15.10	
Perks	21.0 39 618 39	15.60	
Faine	25.1 58 619 39	15.87	
Mitchell	29.4 58 448 28	16.00	
J. B. Cram	18.1 54 407 28	16.28	
Tate (M. W.)	33.2 104 634 39	16.60	
W. E. Merritt	32.4 64 501 31	17.00	

GOLE as the STARS Play it



How do you obtain the proper downswing and finish in the long iron shot?

Start the club down slowly, with the left hand in control and the wrists cocked. Increase the speed as the hitting region is reached.

As soon as the club starts down, the weight should shift over to the left leg. Nearing the ball, the right hand hits a downward blow through the ball, taking turf.

If the wrists are released, or uncocked, before the hitting region is reached, the snap and power is wasted. By bringing the wrists into play in the hitting region, the ball gets a crisp, descending, blow.

—ART KRENZ.

IF IT'S THE BEST —IT'S MUMM'S



Obtainable from all wine merchants.

BOORD'S OLD TOM GIN.



"Cat & Barrel"

Brand

The Old Favourite

Sole Agents

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinance of Hongkong.)

Prince's Building. Ice House Street. Telephone 20075.

THE ST. FRANCIS HOTEL

ANNOUNCES THE SALE OF

AMSTEL'S FASS BEER

(Iced)

ON DRAUGHT

WANTED AT ONCE

MEN'S AND BOYS' CLOTHING, SHOES, HATS, ETC.,

will be very gratefully received by the HONGKONG BENEVOLENT SOCIETY

at its Room at the CITY HALL

on Mondays and Thursdays from 10.30 a.m. to 12.00 noon.

Send us your old clothes

The Hongkong Telegraph.

Has the Largest Afternoon Circulation in Hongkong, and the Second Largest Circulation of any daily newspaper.

Its Outstanding Influence as an Advertising Medium is due to Universal Popularity, and to the fact that it reaches the majority of homes.

A Joint Advertising Campaign with its Morning Contemporary, "The South China Morning Post," guarantees a Larger Circulation than with all other foreign newspapers and magazines put together.

Circulation Certified by Chartered Accountants.

Sole
MIT
BUS
KAN
LT
HONG

ASAHI BEER

ASAHI LAGER-BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY LIMITED, TOKYO, JAPAN

TESTER BEAUTY PARLOURS



MASSAGING

PERMANENT WAVING

MODERN APPLIANCES

KAYAMALLY BUILDING

Ground Floor. Tel. 22103.

and

26, Peak Mansions. Tel. 29311.

LOOK POORE SWAN,
Chief Manager
Harburg, 18th March, 1961.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

ATHOS II.....	7th July.	ANDRE LEON.....	7th July.
D'ARTAGNAN.....	21st July.	ANGERS.....	21st July.
ANDRE LEON.....	4th Aug.	G. METZINGER.....	4th Aug.
ANGERS.....	18th Aug.	SPHINX.....	18th Aug.
G. METZINGER.....	1st Sept.	PORRHOS.....	1st Sept.
SPHINX.....	15th Sept.	CHENONCEAUX.....	15th Sept.
PORRHOS.....	29th Sept.	ATHOS II.....	29th Sept.
CHENONCEAUX.....	13th Oct.	D'ARTAGNAN.....	13th Oct.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp) for full Particulars, apply to—

Telephones: 26651.

3, Queen's Building.

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good, passenger accommodation).

Homewards to: Ports Said, Genoa, Algiers, Oran, Rotterdam (Amsterdam), Hamburg, Oslo, Copenhagen and other Scandinavian Ports, via Manila and Straits Settlements.

M.S. "NAGARA".....	4th July.
S.S. "CEYLON".....	8th Aug.
S.S. "JAANP".....	8th Sept.

Outwards to:

SHANGHAI AND JAPAN PORTS.

S.S. "JAPAN".....	23rd July.
M.S. "CANTON".....	24th Aug.

Passenger Rates:

Hongkong to Genoa	£57	£52
Hongkong to 1st North Continental Ports	£62	£57

THE SWEDISH EAST ASIATIC CO., LTD.

Agents:

GILMAN & CO., LTD.
Hongkong.

G. E. HUYGEN
Canton.

KLAIVENESS LINE
(PACIFIC COAST-ASIATIC SERVICE.)

REGULAR TRANS-PACIFIC SERVICE.

HONGKONG direct for LOS ANGELES, SAN FRANCISCO, PORTLAND OREGON, PUGET SOUND, SEATTLE and TACOMA.

M.S. "CORNEVILLE"..... Sailing 20th July
Also issuing through Bills of Lading to Gulf and Atlantic Ports, with transshipment at LOS ANGELES by first opportunity.

SOUTH BOUND

M.S. "PLEASANTVILLE"..... due Hongkong 25th sailing 26th July
Accepting cargo for SINGAPORE and JAVA PORTS.
Limited Passenger Accommodation Available.
For Freight, Passage Rates and all other information.

THORESEN & CO., LTD.
Queen's Buildings, Agents. Tel. 30237.

SAVINGS?
No...EARNINGS!

If, for example, you make your next shipment VIA SEATTLE and thereby save the several days in transit, you will naturally think that you have saved money. But rather, you have earned money... earned it by strategy, by figuring on which port in America is nearest to the Orient.

Seattle has always enjoyed a geographic position favorable to Oriental shippers. This city invites you to learn the facts—to obtain complete information of how other shippers are using Seattle to their advantage. The best facilities are yours in the seven great public terminals... your accommodations from Seattle include six transcontinental railroads, serving seventeen transpacific steamship lines.

For full particulars write Traffic Department

the PORT of SEATTLE

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 27/31.—Hongkong Volunteer Defence Corps orders by Lieut.-Col. L. G. Bird, D.S.O., O.B.E., commanding.

Hongkong, June 26.

(a) Corps Signals.—Parade at Corps Headquarters at 5.30 p.m. on Friday, 3rd July for Signalling Instruction.

(b) Armoured Car Company.—1. Car Section, Parade at Headquarters on Monday, 20th June at 5.30 p.m. Two Crews to go to Kennedy Road.

Dress—Muster with bells. Instructors Class will parade at Headquarters on Friday, 3rd July at 5.30 p.m.

2. Motor Cycle Section.—L/Cpl. Plummer, Ptes. Aris, Stoker, Russell, Smith and Mitchell will parade with bells at Headquarters at 5.30 p.m. on Monday, June 20th, and proceed to pass out Part I Revolver Course.

Remainder parade at Headquarters for a talk on Machine Guns by Captain W. H. G. Genter. Section Rifle Club. All members will parade on Thursday, July 2nd, at 5.30 p.m. at Miniature Range.

(c) Machine Gun Company.—1. Parade on Tuesday, June 30th, at 5.30 p.m. in mott. N.C.O.'s for lecture in Lecture Room under C.S.M. Slattery. Recruits under Sgt. C. E. M. Terry. Signallers as detailed below.

Pte. S. A. Gray, M.C.
"W. D. Johnson
"R. S. Meadows
"G. C. Moss

and 2 other ranks from No. 4 Platoon to be detailed by Lt. E. G. Stewart.

2. On Tuesday, 30th June, No. 2 Platoon is allotted the Miniature Range.

3. Company Rifle Club will fire on the Peak Range on Sunday, 12th July at 9 a.m. for individual Spot Shoot and Company Commanders' Cup.

4. Lewis Gun Classes will be held every week at Headquarters on Mondays at 5.30 p.m.

5. All Rifles and Bayonets must be returned to Corps Stores immediately.

(c) The Officers commanding the undermentioned Units will issue their orders separately to their commands:

I. Corps Band
II. The Battery
III. Engineer Company
IV. Machine Gun Troop
V. Scottish Company

Miniature Range. Allment of Miniature Range will be allotted to Corps Band on 26th June, 1931.

Transfer.

No. 1694 Pte. S. A. Gray, M.C. has been transferred from No. 3 Platoon to No. 1 Platoon.

Struck Off the Strength.

Having Completed 3 years' Service. No. 1184 Sign. A. S. Ismail, Corps Signals as from 30.6.31.

Transferred to Another Port. No. 1499 Pte. J. D. A. Hutchison, Armoured Car Company, Car Section as from 30.6.31.

Permitted to Resign. No. 1572 Pte. G. Stephen, Machine Gun Troop, as from 16.6.31.

Having Left the Colony. No. 1566 Pte. F. R. Mearns, No. 12A Platoon, as from 20.6.31.

Hon. Mess Treasurer. The Adjutant has taken over the duties of Hon. Mess Treasurer vice

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel,
"ANTENOR"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 26th June, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th July, 1931, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th June, 1931.

OCEAN STEAM SHIP CO., LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel,
"PHILOCTETES"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 24th June, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th July, 1931, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1931.

Captain H. R. Forsyth (on leave). Strength.

The following has been taken on Corps Strength: No. 1701 Pte. A. J. Burgess, K.I.L. 632 Canton Road, No. 7 Platoon, joined 18.6.31.

No. 1702 Spr. S. J. Houghton, Padua, and Turner, Engineer Company, joined 22.6.31.

No. 1703 Pte. G. S. Welch, L. Well & Co., No. 3 Platoon, joined 23.6.31.

W. H. G. GENTER, CAPTAIN, Adjutant, H. K. V. D. Corps. After Order.

Promotion. No. 1566 Sgt. T. Parkinson, No. 7 Platoon, promoted Company Sergeant Major with effect from 14th June, 1931.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "D'ARTAGNAN"

Arrived Hongkong on Tuesday, the 23rd June, 1931.

From MARSEILLES &c. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 2nd July, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees and the Company's Surveyors Messrs.—Goddard and Douglas at 10.00 a.m. on Monday, the 29th June, 1931.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us any case whatever.

R. OHL, Agent.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The Motor-vessel, "AFRIKA"

having arrived consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 2nd July, 1931, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs Anderson and Ashe on the 30th June, 1931, at 10 a.m.

All claims against the vessel must be presented to the undersigned before the 6th July, 1931, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD. Agents.

Hongkong, 26th June, 1931.

THE BEN LINE STEAMERS, LTD.
From MIDDLESBRO, LONDON and STRAITS.

The Steamship, "BENEDI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

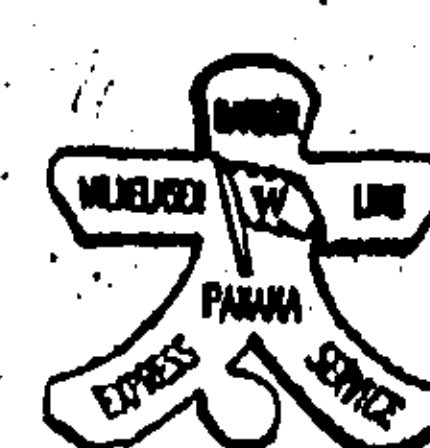
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June, 1931, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 13th July, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th June, 1931, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 22nd June, 1931.



BARBER WILHELMSSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All Vessel call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

For Passenger and Freight information please apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
† KASHOAR	9,000	4th July, noon.	M's, L'don, R'dm, A'werp & Hull
* MIRZAPORE	6,700	8th July.	Straits, Colombo & B'bay
* RAWALPINDI	17,000	18th July.	Bombay, M's & L'don
† PERIM	7,700	25th July.	M's, Havre, L'don, H'burg, Rotterdam & Antwerp
† KHYBER	9,000	1st Aug.	M's, L'don, R'dm & A'werp
* SOMALI	6,800	8th Aug.	M's, Gibraltar, Havre, L'don, Hull, H'burg, R'dm & A'werp
RAJPUTANA	17,000	15th Aug.	Bombay, M's & L'don
† PADUA	5,900	22nd Aug.	M's, Havre, L'don, H'burg, Rotterdam & Antwerp
† KARMALA	9,000	29th Aug.	M's, L'don, Hull, R'dm, & A'werp

* Cargo only. † Calls Casa Blanca. † Calls Djibouti. Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

* TALMA	10,000	30 June, 3 p.m.	S'pore, Penang & Calcutta
* TAKADA	7,000	11th July.	S'pore, Penang & Calcutta

* Calls Port Swettenham. B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	5,000	3rd July, noon.	Manila, Rabaul, Nellore
NELLORE	7,000	1st Aug.	Brisbane, Sydney and Melbourne
TANDA	7,000	2nd Sept.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia. Hong-Kong to Sydney—19 days. Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and the P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

CHEAP SUMMER TRIPS TO JAPAN. JUNE TO SEPTEMBER.

† SOMALI	6,800	29th June.	S'hai, Kobe & Yoko
SIRDHANA	8,000	2nd July.	Amoy, Moji, Kobe, Yoko & Osaka
KHYBER	9,000	3rd July.	S'hai, Moji, Kobe & Yoko
† NELLORE	7,000	6th July.	S'hai, Moji, Kobe, Osaka & Yoko
TILAWA	10,000	17th July.	Amoy, S'hai, Moji, Kobe & Osaka
RAJPUTANA	17,000	17th July.	S'hai, Kobe & Yoko
SANTHA	8,000	31st July.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	31st July.	S'hai, Moji, Kobe & Yoko
† NANKING	7,058	1st Aug.	S'hai, Kobe & Yoko
TANDA	6,950	7th Aug.	S'hai, Moji, Kobe, Osaka & Yoko

† Cargo only. † Calls Nagoya. All dates are approximate and subject to alteration without notice. Parcels Measuring not more than 5 cft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., C., Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday is, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SAILING)

FASTEST and MOST UP-TO-DATE STEAMERS IN THIS SERVICE. ELECTRIC LAUNDRY, DRESSER SHOP, SUGAR and STEWARDS' CARRIAGE.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days. FIRST CLASS FARE TO SYDNEY, 878 RETURN. LONDON (via Australia) from 1188/16/8. (Australian Newspapers on Sale)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	July 19th	July 27th	Aug. 1st	Aug. 15th
CHANGTE	Aug. 11th	Aug. 18th	Aug. 22nd	Sept. 5th
TAIPING	Sept. 2nd	Sept. 10th	Sept. 14th	Oct. 4th
CHANGTE	Oct. 15th	Oct. 22nd	Oct. 26th	Nov. 9th

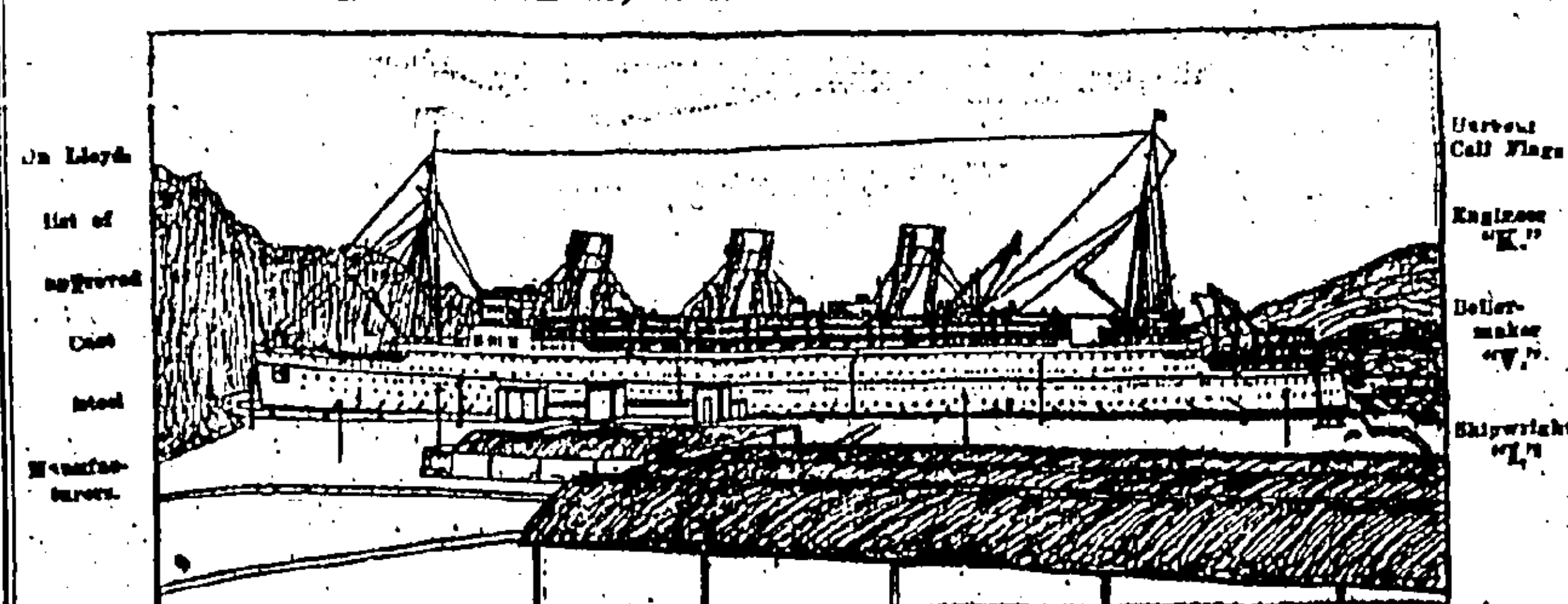
AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

"MANIFESTO, HONGKONG." KOWLOON, HONGKONG.

DOCK OWNERS, SHIP DESIGNERS, AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Ship Dimensions: 650'0" O. A. X 88'6" X 46'6" Mtd.

26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" X 88'6" X 30'6" Over all, H.W. O.S.T. Salvage Tug "Henry Kerwick" 3,000 L.B.P. Wireless Call Signal V.P.B.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

CENTRAL

SEE THEATRE HEAR

SHOWING TO-DAY

At 2.30, 5.10, 7.15, & 9.20 p.m.



The guy with the grin gets gay with the gals! Now he's a star. In the gayest gale of laughs and love you're ever throbbled to.

JACK OAKIE

The Social Lion

MARY DELAM, SIDNEY CALLENDER, CLARA BOWEN
A Paramount Picture

Next Attraction

NANCY CARROLL

in

"STOLEN HEAVEN"

with

PHILIPS HOLMES

We have secured at great Expense
THE LATEST SUCCESSES IN ENGLAND.
The great mirth-provoking farcical comedy pictures
Twickenham Film Studio Production

"LORD RICHARD IN THE PANTRY"

Also

Gaumont British Film
Production

"PLUNDER"

Look ahead for their showings!
They will please anybody!

UPROAR IN CHURCH.

THREE EJECTED: 200 MARCH
OUT.

London, June 8.
The police were twice called into St. Michael's Church, Lamb-in-Rossendale, yesterday, where there has been a dispute between the vicar (the Rev. T. Caleb) and some of his parishioners for nearly two years.

When the vicar entered the pulpit in the morning a number of parishioners walked out, singing hymns.
During the whole of the service there was almost continuous coughing and shuffling of feet, the voice of the vicar being inaudible at times.

When reading the First Lesson he paused and asked the warden to take the names of anyone who disturbed the service.

Later the Vicar's warden shouted to three young men, "You will have to go out." They refused, but later the Vicar suspended the service and went outside, returning with three police officers.

As the young men still refused to leave the police forcibly ejected them.

200 Demonstrators.

The coughing and shuffling of feet continued and the dissenters, who had remained seated and taken no part in the service, walked out.

At the evening service there was another uproar, and when the choir started the service with the National Anthem in honour of the King's 68th Birthday, the demonstrators, numbering nearly 200, started to sing "The Church's One Foundation," their voices drowning the organ and the singing of the choir.

The Vicar at once went for the police and all the demonstrators were turned out of the church, singing hymns at the top of their voices.

Later a large number returned, but made no further demonstration.

The original dispute arose following the dismissal of the choir, and disorderly scenes marked the services for three months until a truce was made.

RYDER CUP.

(Continued from Page 1.)

one occasion, he landed in an adjacent hayfield.

Seven To Hole Out.

Even at the twentieth where Shute was stymied, by a tree, and took two over par, the Englishmen still could not seize on the advantage, taking seven to hole out.

The afternoon cards were:

Hagen—5 6 4 3 4 4 4 5 3

Duncan—5 7 4 3 4 6 3 4 3

SARAZEN v. COMPSTON.

The match in which Sarazen and Farrell were against Compston and Davies, also ended in an American victory by a wide margin, no less than eight and seven.

At the outset, the Americans took the lead at the fourth hole, Sarazen negotiating a stymie for a par three after Davis had rimmed the cup with his third.

Farrell missed an eight-foot putt for a birdie at the seventh, but still won the hole in four. Compston stymied Sarazen at the eighth reduced the lead, and did so again at the ninth, where Compston was only six feet from the pin with his tee-shot, Davies making no mistake with the putt for a birdie two.

Americans One Up.

At the ninth hole, the Americans were one up, the scores being:

Sarazen—4 5 4 3 4 5 4 6 3

Compston—4 5 4 4 6 5 5 5 2

On the homeward journey, the Americans became two up at the tenth with a par four, the eleventh was halved, but the Englishmen fell away and lost the next two holes. The fourteenth, fifteenth and sixteenth holes were halved in fours, and the next went to the Englishmen who obtained a brilliant two against the Americans par of three. Sarazen rattled at the eighteenth with a birdie four.

Sarazen—4 4 4 3 4 4 4 3 4

Compston—5 4 6 5 4 4 4 2 5

The aggregate scores for the round were America 72 and Britain 79, the Americans being five up. In the afternoon, they held on to their advantage and won as stated. Detailed scores are not yet to hand.

DIEGEL v. MITCHELL.

This was the only match which went to the British representatives, Mitchell and Robson beating Diegel and Espinosa by three up and one to play.

At the start, Mitchell and Robson romped away and became two up at the third after the Americans rallied and at the end of the ninth, the match stood all square, the scores being:

Mitchell—4 4 3 5 4 5 5 5 4

Diegel—5 4 4 3 5 5 3 5 3

On the return journey, the first three holes were halved, the Americans became one up at the 13th and two up at the fourteenth.

Two-Lead at the 18th.

The fifteenth was halved in fives, and the Americans became three up at the sixteenth, this lead being reduced to two at the eighteenth by a birdie four by Mitchell.

The homeward scores were:

Mitchell—5 4 5 5 3 5 5 3 4

Diegel—5 4 5 4 2 5 4 3 5

The aggregate scores were Mitchell 78 and Diegel 74.

A change came over the game in the afternoon, the Englishmen playing superbly, soon wiping off the deficit and eventually winning by three and one.

COX v. WHITCOMBE.

Ernest Whitcombe, partnered by Easterbrook, fighting against the brilliant teamwork of Cox and Burke, led by one hole at the second. The Englishmen were outdriving their opponents off every tee, but the Americans' short game was faultless. Some

THE FRENCH REPLY TO AMERICA.

(Continued from Page 1.)

stated to-day that South Africa will not avail herself of President Hoover's plan to discontinue her payment to Great Britain. He said while the Union has intimated its cordial agreement with Mr. Hoover's proposal, and Government has a high appreciation of Britain's offer to share the Moratorium, it does not consider the circumstances of the Union such as to justify acceptance, and accordingly will continue to meet her liabilities.—British Wireless.

Canada Accepts.

Ottawa, June 26.

The Premier, Mr. Bennett, has announced that Canada is prepared to accept President Hoover's proposal.—Reuter.

idea of the excellence and keenness of the play can be gained from the fact that both sides secured birdie fours at the 500-yard sixth hole. At the ninth, Burke and Cox led two up. Outward scores were:

Cox—4 4 5 3 4 4 5 4 3

Whitcombe—4 5 5 3 5 4 4 5 3

On the homeward run, the British pair reduced the arrears by one hole, the details reading:

Cox—4 4 5 3 2 4 5 3 5

Whitcombe—4 4 4 4 3 3 5 3 4

The aggregate scores were Cox 71 (one under par) and Whitcombe, 72 (the best British round).

In the afternoon, the contest continued to be the keenest of the day, and the steady play of the Americans gave them victory by three holes on the 32nd.—Reuter's American Service.

KING'S THEATRE

MODERN—COOL—COMFORTABLE

The most comfortable and the only Air-Conditioned Theatre in the Colony.

Final Showings To-day.

at 2.30, 5.10, 7.15 & 9.30 p.m.



The man the millions laugh at! Comes directly to you—in a feast of looney laughter! The maddest and merriest amusement ever! Follow.

ED WYNN

The Perfect Fool

BY ARRANGEMENT WITH FLORENCE WEAVER

Follow the Leader

A Gaumont Picture

High time to love!—Follow the Leader. With Ed Wynn clowning the romances of the glamorous lovers of "Queen's High," Stanley Smith and Ginger Rogers.

Also

Other

Attractions.

COMMENCING TO-MORROW

"SPLINTERS"

A BRITISH PICTURE

With HAL JONES AND REG STONE

Booking at the Theatre.

Telephones: 25313-25330.

AMERICAN

HONGKONG

AT THE

QUEEN'S

Final Showings To-day
At 4.30, 5.10, 7.15 & 9.20

"My dear Miss Davies:

In 'The Bachelor Father', you give the finest performance of a very fine career."

writes

DAVID

BELASCO

dean of the American stage



My dear Miss Davies: Having produced and directed "The Bachelor Father" for the stage, I was, of course, greatly interested in the screen production of this magnificent comedy. And I want to tell you how delighted I was with the picture—and particularly with your own incomparably charming performance. In "The Bachelor Father" you give the finest performance of a very fine career. Let me congratulate and thank you. Faithfully,
David Belasco

to

MARION

DAVIES

brilliant star of

THE

BACHELOR FATHER

A Metro-Goldwyn-Mayer All-Talking Picture with Ralph Forbes, C. Aubrey Smith.

A. ROBERT Z. LEOARD production.

TO-MORROW

The picture that has caused more talk than any other.

Charlie Chaplin's answer to the talkie innovation!



THE FASHION PLATE OF FUN

That derby, those trousers, those funny shoes, that trick mustache, that cane, you can't see it all! You must see it all! Charlie Chaplin in his glorious dramatic both halves of the world!

Charlie Chaplin

CITY LIGHTS

It is so laugh! It is so easy to understand! Charlie Chaplin, the greatest of the silent screen, and always having his own ideas—now a voice! "City Lights" is the "funniest" of all silent pictures. The greatest comedy ever made. The world has been waiting for it, and now it's here! People can't be wrong.

CHARLIE CHAPLIN
CITY LIGHTS

